

GT NATS + TOUGH XE + TURBO EB + BLOWN STANG



RARE XB!

ISSUE 139



IN THE SHED WITH HOWARD ASTILL
DEMON CARBY INSTALL

\$400 XY WRECK TO 938HP

BIG BLOCK

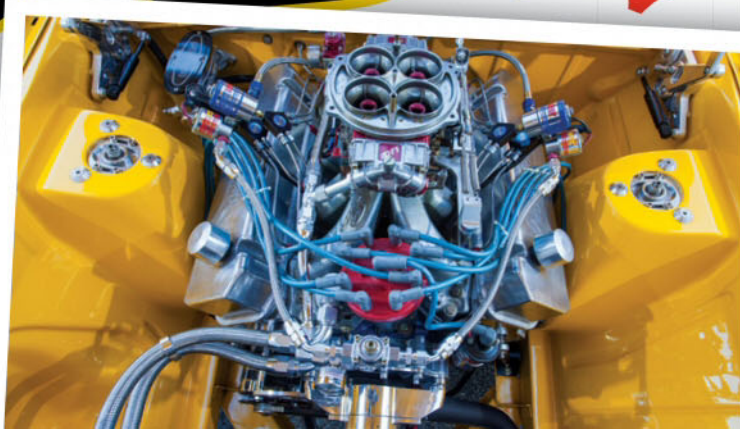
BEAST!

598-GT

750HP FG GT-P!



550HP OF NITROUS!



No. 139
A\$9.95
(inc. GST)
NZ \$10.95
(inc. GST)

RODNEY PLOWMAN

FALCON GT & GTHO and HIGH END MUSTANGS



***DIRECT IMPORTER
FROM THE USA,***
shipments arriving
weekly. Special
orders catered for.



Proud Stockists and Distributors for



RESTORATIONS

Incl. SHELBY, BOSS & ELEANOR

**AWARD
WINNING
CONCOURS
RESTORATION
SPECIALIST**



32 Heath Street, LONSDALE, South Australia 5160
Email. sales@rodneyplowmanrestorations.com
Phone 08 8326 0351

WWW.RODNEYPLOWMANRESTORATIONS.COM.AU

www.simmonswheels.com.au



SERIES - ALL NEW FOR 2015

The Genuine Simmons One Piece Wheel

FR1



FR1

1 PIECE Rim also available in 3 piece

001 SATIN BLACK CENTRE

SATIN BLACK LIP CHROME RIVETS

SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1

1 PIECE Rim also available in 3 piece

002 WHITE CENTRE MIRROR LIP CHROME RIVETS

SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1

1 PIECE Rim also available in 3 piece

003 SILVER CENTRE MIRROR LIP CHROME RIVETS

SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1

1 PIECE Rim also available in 3 piece

004 GLOSS BLACK CENTRE MIRROR LIP CHROME RIVETS

SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1

1 PIECE Rim also available in 3 piece

005 GOLD CENTRE MIRROR LIP CHROME RIVETS

SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



Scan for website



AVAILABLE AT LEADING WHEEL AND TYRE OUTLETS!

www.simmonswheels.com.au



info@simmonswheels.com.au

FORD MUSCLE PARTS

*You Need it
We've Got it*



**SATISFYING
CUSTOMERS
FOR OVER
35 YEARS**

GT Floor Mats
4pc **\$69**

XT-XY Front & Rear Armrests

XW XY Top Loader Shifter Kit
\$795

XW XY GT Dash Kit NEW as OEM
\$1745

Suspension Parts **\$499**

XW/XY 36 GALLON FUEL TANK
With accessories
ISO 9001 2000 Standards
\$780
-MADE BY FMP

XY GT new Concours All Metal Shaker
\$1095

Unit 2/1 Wirega Ave Kingsgrove NSW 2208
[P] 02 9750 3511 [E] enquiries@fordmuscleparts.com.au
www.fordmuscleparts.com.au

16 HOUSE PARTY

A 598ci 937hp XY like no other

26 IN THE BUILD

Laslo's fully fat tubbed XA

28 WORKSHOP WATCH

We stopped past GT Autobody Restorations

30 OWNER PROFILE

Emmanuel's Coyote powered Mustang

32 UNDERCOVER BOSS

750hp Blown FG GTP

42 HORNY

Rare McLeod Ford horn car

54 THE ULTIMATE COMEBACK

Cool EB Turbo Falcon



78

72 DEMON TWEAK

Tech article install of a 625 Demon carburettor

74 COMPETITION VALVE LOCKS

All you need to know about them

78 OLD LOVE NEW HEART

4.6l SVT powered Mustang

88 SNOWBALL EFFECT

Tough 411ci XE Falcon



62 FALCON GT NATIONALS

The 2015 nationals at Sandown Victoria



54



32



16



42



88



THE CARS. THE SCENE. THE GARAGE!

ONE OF THOSE DAYS

GIVE ME AN OLD SCHOOL CAR ANY DAY OF THE WEEK...

Welcome to the latest issue of Street Fords. The other day I started my morning like any other. Got up, got ready for work and headed out the door. Hopped into my BA Fairmont turned the key and was greeted by the naturally aspirated six winding over like it had a flat battery. Ok, so I thought a quick jump start will sort this out. Wrong. Winding it over again reminded me of the time that my BAGT's fuel pump let go.

This sounded pretty much the same except it sort of seemed like the car wanted to start but was flooded so to speak. A few scenarios ran through my mind, could it be the fuel pump, could it be a weak battery, could it be the ignition coils or something else.

So I began with swapping the battery out just in case, it didn't make a difference. Next I turned the key to see if I could hear the fuel pump. I couldn't or at the very least it seemed very quiet or weak. So I figured the fuel pump was the culprit.

Off to the spare parts shop I went in search for a replacement. Some \$200.00 later I had a shiny new pump and was on the way home. With the back seat removed I proceeded to remove the factory fuel pump which looked to be the original going by the dust and dirt caked on it.

I had changed one of these pumps in the past and getting the fuel lines off is a pain the you know what, but I got it all done. With it all fitted up I tried the key, nothing, no change. After a few swear words I started thinking a bit more as to what could possibly be the cause of this Falcon not starting up.

I called a friend who is a mechanic and he was in the area so he dropped in a little while later with his scan tool. After scanning the ECU we got a few error codes and one was a weird reading from the intake temperature sensor located on the intake manifold.

He suggested it might not be reading correctly due to the engine breather hose that emits a light film of oil of which is connected to the throttle body intake. In other words we were thinking the sensor has a build-up of oil on it and is therefore not reading the intake temperature correctly which in-turn telling the ECU the wrong info!

So we disconnect the hose, and cleaned the sensor with some carby cleaner and wound the engine over at the same time. After a few attempts we managed to get the Falcon to start!

After giving it a few revs it cleaned everything out like a flooded carby fed car. We then hooked the scanner up again and got no error codes regarding the temperature sensor. So it seems the oil covered sensor told the ECU to dump a heap of fuel into the engine of which the engine couldn't cope with which lead to the 'flooded carby' like symptoms!

It looks like I changed the fuel pump for no reason, but then again the car has 165,000km on it and the GT's pump let go with only 140,000km on it so I'm looking at it as preventative maintenance...

These new cars of today can be so finicky, give me an old school car any day of the week!

NOW is the time to subscribe to Street Fords, we have some awesome deals going on at the moment so check out the subscription ads in the magazine.

Get on the phone NOW and subscribe by calling 1800 801 647 or do it online at www.magstore.com.au

If you haven't already done so, hop online and check out our Facebook page to check out the latest content and things we are up to everyday and make sure you click the 'like' button.

Fords Truly,



Roy Velardi
Editor
roy@streetfords.com

FIND US ON 



MANAGING EDITOR: John Hamilton

EDITOR: Roy Velardi

DEPUTY EDITOR: Sam Hollier

CREATIVE DIRECTOR: Igor Amedov

ART DIRECTOR: Ryan Weeks

DESIGNER: Chris Papaspiros

IN-HOUSE PHOTOGRAPHER:

Eric Tang

CONTRIBUTORS: Rohan Phillips, Ben Hosking, Autoshotz, HP Heaven, Isaac Mion, Vic Moore, Howard Astill

ADVERTISING ENQUIRIES:

Phone: (02) 9741 3911, Fax: (02) 9748 3596

NATIONAL ADVERTISING MANAGER:

Mark Wilde

mwilde@expresspublications.com.au

Ph: (02) 9741 3658

Fax: (02) 9648-7293

PRODUCTION MANAGER:

Bronwyn Rowe

PRODUCTION CO-ORDINATOR:

Alex Grosvenor

SUBSCRIPTIONS:

Free Call: 1800 801 647 Fax: (02) 9737 8017

Email: subs@magstore.com.au

RETAIL SALES / OVERSEAS

Distribution enquiries – Circulation Department

Email: circulation@emgroup.com.au

Phone: (02) 8719 3503

Website: <http://newsagents.emgroup.com.au>

**GROUP PUBLISHER -
MOTORING & LEISURE:**

Glenn Wright

GENERAL MANAGER - MOTORING:

Igor Amedov

Published by:

Published by EMG Express Media Group, a division of Express Publications Pty Ltd ACN 057, 8087 904, under licence from EP Investments Pty Ltd ACN 003 109 055 All rights reserved.

2 Stanley St Silverwater NSW 2128.

Phone: (02) 9741 3800

Fax: (02) 9748 1956

www.expresspublications.com.au

Distributed by:

Network Services

66-68 Goulburn St Sydney NSW 2000

**EDITORIAL CONTRIBUTIONS
AND CORRESPONDENCE:**

STREET FORDS

2 Stanley Street,

Silverwater NSW 2128

Email: streetfords@expresspublications.com.au

Phone: (02) 9741 3800

Fax: (02) 9741 3939

Subscriptions/back issues:

Freecall 1800 801 647

Note: \$10 postage and handling will apply per order

All material in this magazine is protected by copyright laws and may not be reproduced in part or full without the written permission of the publisher. Prices and dates quoted in this issue were correct at the time of going to press but might be subject to variation. In respect to technical information provided for any vehicle modifications or driving maneuvers referred to in the articles published in this magazine, the Publisher expressly disclaims any belief in the truth or falsity of the technical information or driving maneuvers provided and is merely passing on the technical information or driving maneuvers as a service to readers. No warranty is given as to its accuracy and it should not be substituted for expert advice from a qualified motor mechanic in respect of technical information provided for any vehicle modifications or from a qualified driving instructor in respect of any driving maneuvers referred to in this magazine.

By submitting an unsolicited contribution to our magazine you agree to provide us with a licence to reproduce your material in print and electronic mediums worldwide with the right to edit any written contributions.

A&B MOTORSPORTS

WWW.KSRACING.COM.AU

WWW.KSPORT.COM.AU

KS
RACING

K-SHOCK

Coilover kit For Falcon BA/BF/FG

K SPORT
AUSTRALIA

- Twin tube design
- Quality and great performance. (For street / off road use)
- Pillow Ball Upper mounts.
- 24 levels of dampening force adjustability.
- Independent ride.



- Monotube high pressure design
- 36 way adjustable dampening.
- Made to meet TUV/ ISO, TÜV, FIA standard.
- Adjustable lower mount allowing maximum suspension travel.



Shock Dyno Service available

Rebuild strut / Tuning service
Custom make racing coilover

From **\$880**

From **1299**

Designed for maximum street and track performance

The ultimate stopping power for your vehicle

K SPORT
AUSTRALIA

KS
RACING

Brake systems

From **\$1599**

Any application of our brakes that doesn't appear on our application list can be customized to meet our customer's requirements.

WWW.KSRACING.COM.AU

WWW.KSPORT.COM.AU

TIG

Turbo & Exhaust systems

Exhaust / Turbo back
(BA,BF,FG)

\$1450



39 Winbourne Rd, Brookvale NSW 2100

TEL: (02) 9905 9523
info@ksport.com.au

NEW TRACK



SAM COMMENTS ON THE NEWEST VENUE ADDED TO THE NSW HILLCLIMB CHAMPIONSHIP, THE MARULAN DRIVER TRAINING CENTRE

At the beginning of the CAMS 2015 NSW Hillclimb Championship season there was a new event and venue added to the top of the calendar. Round 1 for 2015 was hosted and run by the Marulan Driver Training Centre, and I believe this was the first state-level championship event of any kind to be held there.

The venue opened in 2009 and it is the brainchild of its owner, designer and builder Garry Willmington. Garry is a former Australian Touring Car privateer from the '70s to the '90s and he has also been involved in other motorsport since, including 10 years of Super Trucks, managing Wakefield Park from 2000 to 2008, and working as a director of the iRace Series after helping to launch it in 2009.

CAMS granted MDTC Track Licences for both its circuit and hillclimb layouts in mid-2014 and the two configurations share quite a lot of tarmac, although they generally run the opposite way to one another. The circuit is travelled in a clockwise direction whereas the hillclimb does a clockwise loop of the circuit's last

few corners, twice crossing over a very short access road to complete that loop, and then doing the faster parts of the circuit anti-clockwise.

To be more specific, cars queue up facing downhill on the front straight and the start line is at the bottom of the hill near the little lane that track day participants would call pit entry. The first corner is a left onto the short link road then you turn right and do the original loop (not the new banked final corner) as a series of rights before using the link road again and veering left to do the back straight in the opposite direction to track day vehicles. After doing the twisty bits behind the trees you emerge at the circuit's Turn 2 before crossing the hillclimb finish line and then slowing significantly before returning to the pits near the circuit's Turn 1.

The result of this is a track that rewards good acceleration a little bit, but rewards agile cornering quite a lot. Before the event I anticipated the results would be similar to Newcastle's King Edward Park (the final round each season) and based on who had entered I even predicted the outright winner (Dave Morrow in a little 1260cc Suzuki

motorbike-powered Krygger Formula Libre), and told him so when we were lined up in the morning to do pre-event paperwork.

One thing we discovered upon arrival was that there would be no tyre-warming procedure offered at the start of each run; the driven tyres would be stone cold. Other than that difference we found the hillclimb's track length of 860m to be comparable to most of the other courses on the NSW calendar and so were the times which varied from the FTD (fastest time of the day) of 35.90sec to 47.63sec. My best of 42.40sec was right amongst a pack of similar road cars so I certainly didn't disgrace myself.

The CAMS 2016 NSW Hillclimb Championship calendar has yet to be finalised as I write this but I'd expect MDTC to be on it again. It was an interesting and challenging course with undulations and bumps as well as a mix of slow and medium-speed corners that gave the competitors plenty to think about.

Cheers,

Sam Hollier - DEPUTY EDITOR
sam@streetfords.com

What worked best for me at MDTC's hillclimb was grabbing 2nd gear when I'd be lifting for the first corner anyway, using the V8's torque for the following series of tight corners (pictured), grabbing 3rd on the back straight and then going back to second for the rest

THE CIRCUIT IS TRAVELLED IN A CLOCKWISE DIRECTION WHEREAS THE HILLCLIMB DOES A CLOCKWISE LOOP OF THE CIRCUIT'S LAST FEW CORNERS



FREE REPORT

**THE FIVE QUICK PRO TIPS THAT WILL MAKE
YOUR NEXT BUILD GLIDE ALONG SMOOTHLY.**

**THIS INVALUABLE
REPORT/TIP SHEET IS A
MUST FOR ANY CAR OR
ROD ENTHUSIAST.**

Written by Master Vehicle Builder and
Mechanic, Marty Ellis from Voodoo
Rod & Custom, it is designed to save
you loads of time and money on
your next or current project.



**To get your FREE copy, simply type bit.ly/voodoorod into
your PC or smart phone browser or scan this QR code →**



U4/24 Central Park Dr, Yandina, QLD

Ph: 0431 864 134

www.voodoorodandcustom.com.au



Find us on
Facebook



Voodoo
ROD AND CUSTOM
Rides That Roll

HOURLY RATE

YOU GET WHAT YOU PAY FOR...



Hi I'm back for another round. It's been 2 Years since I have had the opportunity to dribble on about all and sundry and if things go to plan I might get in another 52 issues in this round. It's been a busy couple of years since my last column, we have a granddaughter now, my golf handicap reached an all-time low of 5 (not for long though). I completed a few more terms of air brush school and my work at Astill Design is growing all the time. I still have the Mustang and Dads Caddy in the garage so life's pretty good.

I had a bit of a catch up read on the columns that I did previously and I have decided to try and mix up the content a bit more this time including my work (car restoration at Astill design), things from the past and my opinion on events and shows I may be venturing out to.

Of all the previous columns the most requested and talk about was the "hourly rate" column. It was centred on understanding how the cost of an Elite build can reach the extensive dollars that it does. Half a million is not uncommon in Australia and one - two Million in the USA

So how is it possible for someone to spend that sort of money? Primarily it is because they are paying well trained professionals to undertake all the work and in a lot of cases those professionals are not getting what they are worth.

Many have decades of training and experience behind them and are still unable to achieve the sort of hourly rate that one is required to pay at a new car dealer to have a young technician service your car. Last time I had that privilege it was in excess of \$100 per hour.

So if we use the \$100 as a base line and times it by the 4000 odd hours myself and friends (both tradesman) invested in the pioneer coupe then that's a cool 400 big one's plus the parts list of about \$150K. Then you guessed it "the coupe" was a half a million dollar car as well.

It's interesting that if you broke down the building of a top level car into individual jobs then there would be some standout items that would leave an owner asking how much. Items like door gaps. I know that on the Mustang I invested almost six weeks into that endeavour, so again 6 weeks times 40hrs at a rate of \$100p/hr equates to \$24,000! Now

even if I was on \$50 an hour it's still \$12,000. So to cut and shut the panels, deepen the doors, remake the stone trays, and shorten the right guard it would cost double what I paid for the car to start with.

This is the dilemma that the owner of a pro built vehicle has, but also an even larger dilemma for the shop is to have their customer understand where the hours go on a top level build. On a recent build we split the boot and bonnet on a coupe due to rust and to ensuring the long term life of the panels. The hours and materials to do the bonnet including removing skin, unpicking inner panels, repairing the rust in frame, straighten skin, reassemble inner reinforcements prime and paint would be a minimum of 16 hours plus \$450 for blasting and products. The bonnet was a good one from eBay (there all good ones on eBay) at \$400. So the bonnet now represents an investment of \$2450 and the outside hasn't been primed or painted and it's still standard, with no time consuming modification involved.

Paint is another area of debate. How much to paint a car is dependent on how big a car is it. Is it to be inside and out, base colour, pearls and graphics does it include components? There are hundreds of brackets and odd parts that need to be painted plus the driveline.

When the Mustang body was painted I put in 6 big weeks and John from PPG invested two 40 plus hour weeks to go from steel to paint, no polish or reassemble. Total hours 450 times \$100 = \$45,000 in addition another 100 plus hours to colour sand and polish. That's

another 10 grand and we haven't bought any product yet.

So when asking why do they cost so much, look at the modifications and the nonstandard parts that have been fabricated, the level of finish and total overall quantity as well as the quality of work and you will see how easy it is to amass thousands of hours at whatever the going rate may be.

Being realistic if you're looking to have a shop restore any Muscle car to as new condition at what I would call an elite level including opening up all the rust prone areas to ensure long term protection and completing all the unseen areas like inside the doors and under the dash to new condition the cost will be around the \$200K mark.

This is the reality of having someone do all the work for you and delivering a completed car.

You will notice in the next issue an article on the repairs to the rear floors on a coupe. I will be doing these articles each issue for as long as I can keep up the content. I would like you to understand this is how I do it with the knowledge that there are many people that have been doing this sort of work for a long time and they may have a different approach. I am learning all the time and continue to refine my processes.

I hope you enjoy the journey.

Cheers
Howard Astill
Astill Design

 Find us on
Facebook

HOW MUCH TO PAINT A CAR IS DEPENDENT ON HOW BIG A CAR IT IS



Classic Performance

**PROFESSIONALLY
TUNED AND
SERVICED AT**

Dyno Centre

**SOUTH
AUSTRALIA**

EFI CARBURETTOR LPG

RWD FWD AWD

Performance Upgrades

Street and Race Car

Dyno Tuning

Power Runs

Club Days



Factory ECU Remapping

Aftermarket ECU Mapping

**Su, Solex,
Weber, Haltech,
Adaptronic,
Motec, Vi-Pec
E85 Tuning**

**SCT,
HP Tuners,
Sniper,
Tuner Pro
E85 Tuning**

**33 Chapman Rd
Hackham SA 5163**

Ph: (08) 8384 2899

www.classicperformance.com.au

email: ashley@classicperformance.com.au

Mal Wood Automotive

ABOUT MAL WOOD AUTOMOTIVE

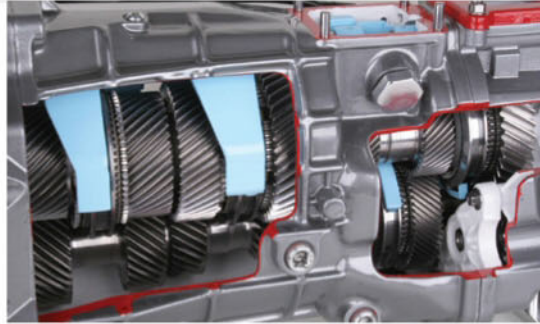
• Mal Wood Automotive is an Australia wide achiever in the manufacture and supply of automotive transmissions, associated parts and driveline conversions.

With over 30 years of specialist service in drive line upgrades and repairs, Mal Wood Automotive is one of a handful of national transmission specialists who can quickly resolve the most complex drive line problems.

www.malwoodauto.com.au

Mal Wood Automotive
42 Lyons Street
Warwick, Qld 4370

Phone:
(07) 4661 3548
Email:
info@malwoodauto.com.au
sales@malwoodauto.com.au
mal@malwoodauto.com.au



Tremec Transmissions:

Mal Wood Automotive is Australia's Tremec Specialist, and for many years engineering and building the T5, TKO, T56 and the new T56 Magnum to suit a wide range of Early Classics through to current model Special Vehicles.

TREMEC's race proven transmissions offer the best in quality and reliability, designed and developed to meet the requirements of today's high performance vehicle enthusiasts.



Tremec Parts:

Mal Wood Automotive carries the largest range of new genuine Tremec Transmission components in Australia. We can supply all components that you may require to repair, or completely rebuild your Tremec Transmission.



Bellhousings:

Mal Wood Automotive has a vast range bellhousings to suit most popular vehicles. We can offer replacement OEM, to aftermarket Alloy and QuickTime Premium Steel bellhousings. All bellhousings are checked for accuracy, to ensure correct fitment everytime!



ACE Clutches:

Mal Wood Automotive carries a full range of ACE Clutches. ACE is constantly developing New High quality Flywheels, and Clutch Kits to suit a wide range of Australian and Imported vehicles. We have up to 7 clutch options for a large range of vehicles, which means the correct clutch is supplied for each application.



Mal Wood Automotive

QUICKTIME BELLHOUSINGS

- Because the Bellhousing cone is spin forged, not rolled or stamped like older designs, it is the most dimensionally stable Bellhousing on the market with over two times the strength of any other steel Bellhousing. Built from high grade steel, it is work hardened to withstand over 80,000 PSI...

ACE CLUTCH

- More information on our growing ACE Clutch range is available online at www.aceclutch.com.au

UNDERDASH HYDRAULICS

- Mal Wood Automotive has pioneered the development of aftermarket hydraulic pedal systems, and our range is ever increasing due to popular demand.

Underdash Hydraulics:

Mal Wood Automotive has pioneered a unique Underdash Hydraulic Pedal Unit, which combines the Clutch Pedal, Carrier and Master Cylinder in to a complete unit, which are specially designed for specific makes and models. These pedal assemblies are designed to work with a large number of slave cylinders and hydraulic bearings, to ensure smooth and efficient operation.



Engine Plates/Adaptors & Starter Kits:

Mal Wood Automotive have engineered a number of Engine Plates and Adaptors to allow the fitment of the latest Tremec 5 and 6 Speed transmissions, to earlier vehicles which were not optioned with these high performance transmissions. Each engine adaptor is checked for accuracy, and also aids in structural integrity of the bellhousing.



Crossmembers:

Mal Wood Automotive has a large variety of transmission crossmembers to suit standard and aftermarket transmissions. Some of the crossmembers are specially engineered to allow the fitment of later model transmissions.

Ultimate Street Short-Throw Shifters:

Ultimate Street Short-Throw Shifters are arguably the best shifter available anywhere in the market. Available for T5's, TKO, TR-3650, and Tremec 6 Speed Transmissions.



Differentials and Driveshafts:

Mal Wood Automotive are specialists in differential repairs and supply of high performance diff products. From standard rebuilds, ratio changes and to the unbeatable Ford 9", Mal Wood Automotive can supply the right diff for the job!!

We also offer High Performance tailshafts which have been rated to hold 900RHP!!!





HOUSE

598CI GT



PICS: ERIC TANG

WAREHOUSE 27 PUMPS UP THE JAM FOR
ONE OF THE FINEST XYS YOU'LL EVER SEE

PARTY

Forty-three-year-old Simon Madigan is an optical technician by trade. He has an eye for detail, which is why this XY is so damn immaculate. It's funny to think Simon picked up the XY for just \$400. As for what he's spent since, "It's way too much to mention!"

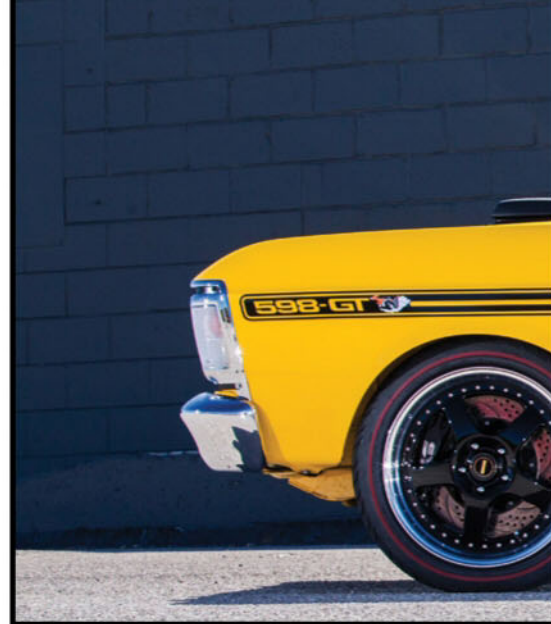
W27 (<http://warehouse27.com.au>) has become a real specialist in these kind of muscle car restos. Their trophy cabinet proves it. Simon's car is no exception. Purchased in 2007 and completed in 2013, the 1971 XY is a marvel.

Jon Kaase of Kaase Race Engines in the US put together the engine, moving things

from 460ci to now 598ci. It's an absolute beast of a motor that puts out close to 1000hp. There's even gas for an extra squirt of fun should Simon need it.

It all helps turn some of the largest Simmons we've ever seen. Stick your head under the car and you'll find things get even better. If you're not blown away by the Lambo-width rubber, marvel at the cleanliness of four-link, diff and driveline. It's perfection and all slathered in Dupont Yellow Glow—which it does, rain, hail or shine.

We'll let you digest the rest in the specs, but just a quick cursory glance will prove exactly how much hard work has gone



W27 uses Dupont exclusively. Looking at this, it's not hard to see why





IT'S FUNNY
TO THINK
SIMON
PICKED UP
THE XY FOR
JUST \$400



into the car. There is not a single element that has been neglected.

The build has, however, come amidst tragedy. "One of my best mates, Chad, helped me so with this build-up, especially during the last year of it. In May 2013 he tragically passed away before it was completed to where it is today. 'The Chad' sticker on the back window is a little tribute to him. At his funeral we got a big bunch of hot cars together (including his silver XW GT) and everyone put a 'The Chad' sticker on their back window; this was Chad's last cruise.

"I've had so many other great mates who have helped over the years, too. And, of course, I also have to thank my wife for putting up with me and the boys for so long and not complaining too much about the amount of money spent and how many times I've changed my mind on how the car was going to be!"

It would seem these back and forths have paid off. The car's won a stack of awards, including Elite Top Display and Impact runner-up at the Extreme Auto Expo Adelaide 2014, Top 10 finalist and Best of Breed finalist at Meguiar's Superstars

This US-built monster is pushing well over 900hp thanks to a complete inside-out build with the best of the best components



**IF YOU'RE NOT
BLOWN AWAY
BY THE LAMBO-
WIDTH RUBBER,
MARVEL AT THE
CLEANLINESS OF
FOUR-LINK, DIFF
AND DRIVELINE.
IT'S PERFECTION**

598CI GT

"ONE OF MY BEST MATES,
CHAD, HELPED ME SO
WITH THIS BUILD-UP. IN
MAY 2013 HE TRAGICALLY
PASSED AWAY"





It's more or less standard black GT XY in here, which is a perfect match to the bumblebee outer



2014, Best Modified Muscle Car at MotorEx Melbourne in 2014, Grand Champion and Top Tuff Street at the Old School New Age show in Adelaide 2014, Top 20 finalist at the 2014 Summernats in Canberra, Best Street Machine, Best Aussie Built Car, Best Body and Paint and Best Sedan at the Extreme Auto Expo in Adelaide 2013, Top 15 Old School and Top Engineered at Old School New Age 2013 as well as placing second in the top 50 show cars at the Clipsal 2013 Adelaide. This is only a few years in. Simon better clear some room, because given this rate, it'll be trophies, not tubs, filling the boot soon.

Thanks: "In no particular order, Cherise, Chad, Phil, Benny, Matt, Damian, Gazza, Brownny at Morphet Vale Crash (0413 012 843) for all the tows, Travis at Warehouse 27 (0413 081 899), Carman and Dino

at CDS (08 8243 2945), Damon at Airs Racepipes (0412 621 270), Peter at Clays Auto Electrical (08 8371 2566), Craig and Bob at Willshire Motor Trimmers (08 8292 2500), Scott at Kustom Bodyworks (0400 915 033), Darren and Garry at Total Traction Tyres (08 8186 1011), Ben at Outlaw Speedshop (08 8231 6040), Ross and Fury at Lonsdale Engine Works (08 8382 3388), Rob and Damian at Car Parts Plus (08 8326 0377), Mark at Adelaide Whitewall Tyres (0410 690 182), Frank at K-Sport (02 9905 9523), Neville at Speciality Tuning (8298 6377), Jason at Maros Automotive (0417 711 507), Matt at Protector Auto Glass (0418 890 340) and the USA boys (Peter at Hughes Performance and Cliff at Kaase Race Engines. Sorry if I have forgotten anyone, but thanks and I'm sure we'll shared a bourbon at the time!" ■



FORD FACTS

ENGINE:

598ci eight-cylinder

PERFORMANCE:

937hp

ENGINE HARDWARE:

Ford Motorsport block bored, honed, decked, blueprinted, balanced, chemically cleaned and crack-tested, four-bolt mains caps, Hughes flywheel, performance drive plate, Bryant 4.5in crank, Oliver 6.5in rods, Diamond 4.600 flat-top pistons, Total Seal moly rings, mains stud kit, Calico mains and rod bearings, alloy heads ported and polished, stainless valves, custom Kaase P51 cylinder heads, billet breathers, Kaase Racing aluminium valve covers, Comp Cam solid roller cam, chromoly pushrods, Rollmaster

timing chain, Moroso oil pan, high-volume oil pump, Meziere electric water pump, Stewart Warner cooling fan, PWR radiator, 110A alternator, MSD crank trigger, Kaase leads, 3in stainless steel exhaust system, try-Y headers (2.25in), twin system, Quickfuel Dominator 1150 carburettor, NOS 550hp fogger kit, fully ported Kaase Victor 4500 inlet manifold

DRIVETRAIN:

Ford C6 gearbox, 4000rpm stall convertor (Hughes Performance USA), reverse-pattern valvebody with trans brake, 3.5in Hardy Spicer driveshaft, Ford 9in Ultracase 4.11, full-spool Strange centre

SUSPENSION/BRAKES:

Pro Struts front with King Springs and

K-Sport shocks fully adjustable, four-link coil-over rear with AVO shocks and springs, chassis connectors, full tubs (21in), 360mm rotors front and rear slotted and drilled, six-spot front and four-spot rear calipers

WHEELS/TYRES:

Simmons 18x7in front and 20x15in rear wheels, Mickey Thompson 26x8x18 front and 29x18x20 rear Street Radials

BODYWORK:

Dupont Yellow Glow (clear over base two-pack)

INTERIOR:

Refurbished XY GT steering wheel, black customised XY GT rear seat, standard XY GT trim throughout



XYZ RACING!

HIGH PERFORMANCE COILOVERS

BA-BF-FG Camber Arms



- Dial In Camber
- Reduce or Increase
- On Car Adjustment

\$245



**FREE SHIPPING
AUSTRALIA WIDE
IN STOCK FOR RAPID DISPATCH**

XYZ Coilovers EA-FG FRONT ONLY



- Perfect for Ute/Wagon
*also fits sedan
 - Height Adjustable Ultra Low to Std Height
 - Full Damper Adjustment
 - Street to Track
 - **2 YEAR WARRANTY**
- Also available in full kit

\$795

XYZ Coilovers XR-XF



- Bolt in Solution
 - Removes Spring Saddle
 - Height and Damping Adjustable
 - Custom Kings Coil
 - **2 YEAR WARRANTY**
- Also available in full kit for XE-XF - \$1895

\$995

XYZ Coilovers BA-BF-FG



- Performance Handling
 - Lowest Kit on the Market
 - Custom Kings Rear Coil
 - Height Adjust, Std to Slammed
 - **2 YEAR WARRANTY**
- Also available front only - \$795

\$1595

XYZ Coilovers EA Live Axle - AU III IRS



- Bolt in Solution
 - Suits Live Axle or IRS
 - Custom Kings Rear Coil
 - **2 YEAR WARRANTY**
- Also available front only - \$795
Also available rear only - \$895

\$1695

XYZ Performance Brake Systems to Suit AU-FG



sizes available:
◀ 355mm
380mm
400mm
420mm

Colours available:
Black, Red,
Yellow, Gold,
Polished,
Titanium, Custom

- Extreme stopping power
- Bolt on solution
- ADR compliant & colour options

FROM \$2095*

*Price is for 355mm as pictured

Performance Suspension 5 Link for Utes



- Bolt in solution
- multi link rear end
- fine tune to application

Suits AU-BA-BF-FG

\$4300

ALL BRANDS SUPPLIED



Search: "Performance Suspension"

TERRITORY 2WD AND AWD KITS ALSO AVAILABLE - 2WD \$1595 AWD \$1795

CALL A FALCON ENTHUSIAST TODAY



**CALL NOW OR VISIT OUR
WEBSITE FOR SPECIAL OFFERS!**

14/239 Brisbane Rd
Labrador QLD

**PERFORMANCE
SUSPENSION**

Phone: 07 5529 2366

www.performancesuspension.com.au

88BAD TO THE BONE!

PICS BY LASLO ANTAL WORDS BY ROY VELARDI

How FAT does Laslo Antal's replica XA GT Coupe look! He bought it quite a few years ago and it has been sitting around in the shed for a while now. When purchased, the previous owner had already tubbed the already large rear wheel wells and had moved the chassis rails inwards. As a result, the XA now accepts the huge 29x18x15 Mickey Thomson rubber with ease! That's right they are 18 inches wide! Laslo has photo shopped a few of these pics to show how he'd like the XA to look and sit when finished. The previous version of the engine that was in the bay included a 6/71 supercharger,

hence the cut out in the bonnet. It was removed when the previous owner sold the car to him. Plans include a tough 600-700hp naturally aspirated Cleveland/Windsor to replace the old 351 that now resides in the engine bay. It will be all kept under the bonnet too for a factory look. Interior wise it will be fully retrimmed as per factory style except for the addition of some extra gauges of course and Laslo is still considering if it will be done in leather instead of vinyl. According to Laslo he wants it to sit as low and as fat as possible! With 18 inch wide rubber I think he's gonna nail that goal easily! Stay tuned for updates. ■





**THAT'S RIGHT THEY ARE
18 INCHES WIDE!**



WE WANT TO SEE YOUR STREET FORD!

Have you or a mate got a Street Ford in the build that we should see and include in the magazine? It might be at paint and panel stage, engine/mechanical's being rebuilt or being assembled. If yes then we want to see it! Take a few photos and email them to: roy@streetfords.com or post any photos you have to us at: Street Fords 37 Carnarvon Street, Silverwater NSW 2128 (please include your return address)

GT AUTOBODY RESTORATIONS



Plenty of high quality replica GT's are being built at the moment with many workshops being called upon to do quality paint and panel work so owners can build high quality concours style replica's. One such workshop is GT Autobody Restorations. George aka GT NUT has a regular

flow of Falcon's coming through the workshop getting work done. The work done includes minor touch ups and repairs to complete restoration. Genuine GT's are also welcome along with any other muscle car's that need any work done so feel free to give these guys a go. ■



GT AUTOBODY RESTORATIONS

PH: (02) 9533 6233

WE WANT TO SEE YOUR SHED OR WORKSHOP!

Have you or a mate got a shed or workshop that we should see and include in the magazine? It might be a paint and panel shop, engine/mechanical workshop or even a shed/garage full of cool cars in the build, about to be restored or just sitting in the shed collecting dust? If yes then we want to see it! Take a few photos and email them to roy@streetfords.com or post any photos you have to us at: Street Fords 37 Carnarvon Street, Silverwater NSW 2128 (please include your return address)



COYOTE POWERED STANG

We almost walked right by this metallic yellow Fastback as it sat amongst a sea of other 'Stangs on the day.

We're sure glad that odd-looking intake caught our attention, though! Jammed into the Mustang's generous engine bay is a brand new Coyote quad-cam 32-valve V8.

Emanuel from Restomod Performance says it's the first conversion of its

kind to his knowledge and has totally transformed the car. Restomod is currently developing its own line of upgraded suspension components to match the performance under the bonnet, too.

However, the fun doesn't end there, with a plush black leather interior from Auto Image inside, complete with an Autometer dash conversion, climate control and more. ■



WANTED! STREET FORD OWNERS!

Have you got a pic of you with your pride and joy? Share it with us and fellow readers today. Send us an email including a few pics and some info about your Ford to roy@streetfords.com

or post any photos you have to us at: Street Fords 37 Carnarvon Street, Silverwater NSW 2128



WWW.FURIOUSPERFORMANCE.COM.AU



**AUTOMATIC
TRANSMISSION
SERVICE
PACKAGES**



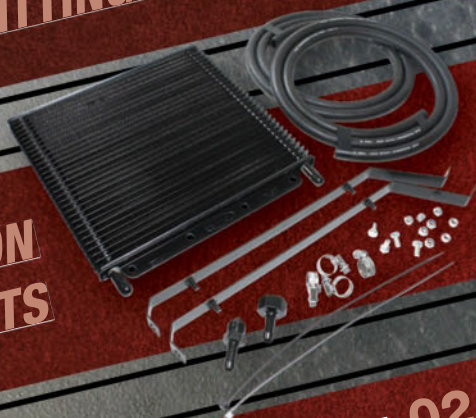
**ENGINE OIL
COOLERS
& ADAPTERS**



**COMPLETE
SPEEDFLOW HOSE
& FITTINGS RANGE**



**TRANSMISSION
OIL COOLER KITS**



**Service Centre:
1/128 Old Pittwater Rd
Brookvale NSW 2100**

Phone: 02 9907 2674 (Business Hours)
email: sales@furiousperformance.com.au
eBay: www.ebay.com.au/Furious-Performance
Facebook: www.facebook.com/Furious-Performance



Find us on
Facebook

UNDERCOVER **BOSS**





NEED SOMETHING FOR THE
BUCKET LIST? HOW ABOUT THIS?



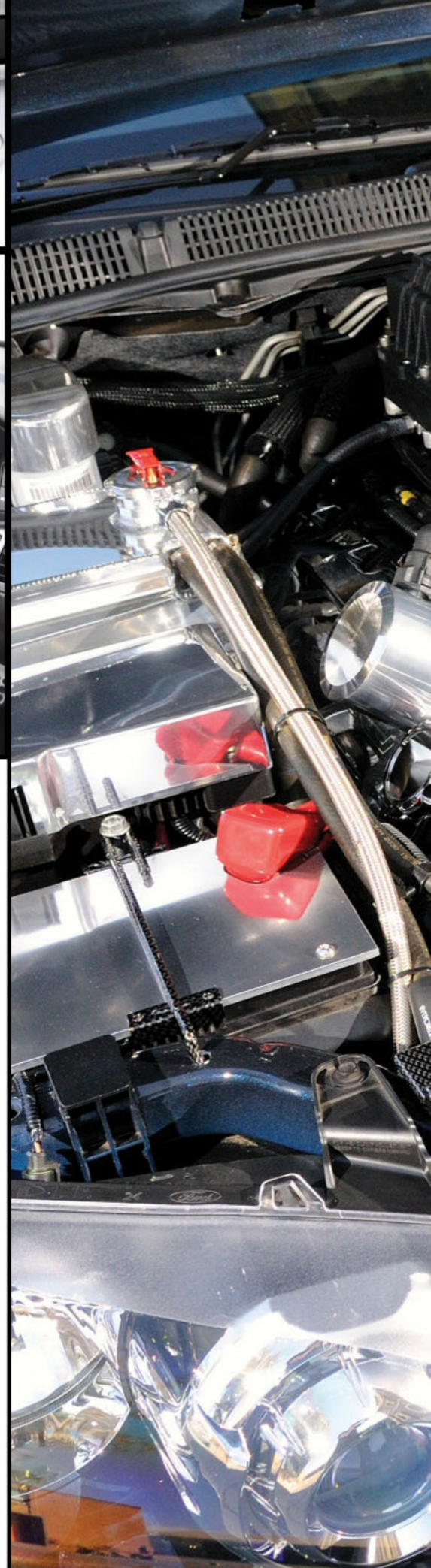
It's premium FPV in here with everything you could ever want from a living room



Sometimes we take things in life for granted. Just ask Brenton Watkins. Says Brenton, “I was lucky enough to have had my previous F6 Typhoon R Spec featured in issue 60 of Street Fords about five years ago. Since then, however, some serious health issues resulted in me having to give up work much earlier than expected. As a consequence, I had to sell my F6. I had resigned myself to never again having the joy of owning an FPV, but with the help of supportive doctors, we were able to convince the trustees of my superannuation fund to release some of my funds early.”

Brenton’s wife Ngaire knew how much having a car meant to him and that it would help him through this difficult time. So, the search started. Her only stipulation was that it had to be blue and automatic. Brenton was very lucky to find the perfect low-KM GTP that was “almost” in his price range. His wife rolled her eyes and simply said, “Just do it if it will make you happy”.

“As this is the fifth high-performance Ford I have owned over the years, my wife knew this one wouldn’t stay standard for long. I’m glad to say she was right. Within days I renewed my relationship with KPM Motorsport who had done all the work on my previous





Boost is still moderately low on what is a safe tune, but it's still good for 750hp

"BECAUSE OF MY SITUATION I HAVE DONE THE OBLIGATORY BUCKET LIST. ONE OF THE THINGS ON THERE WAS TO HAVE MY FINAL CAR FEATURED IN A NATIONAL MAGAZINE"

**"I HAD
RESIGNED
MYSELF
TO NEVER
AGAIN
HAVING
THE JOY OF
OWNING
AN FPV"**



cars. I was treated as a long lost friend, truly. If you want someone to modify your car, David, Tim and Callam are the only ones to give it to."

First it was a 3in stainless Streetfighter exhaust with high-flow cats ending in 3.5in quad tips. Brenton says it sounds fantastic, with pop and crackle on lift-off. At the same time the boys fitted a Streetfighter twin-cone air filter as well as oil breathers. An SCT flash tuner saw 502kW on the rollers.

"Foolishly, I had convinced myself this would be enough power, hence





the new numberplates and side stripes that read BOSS 502. I should have known better. It wasn't long before it was back at KPM." The fuel system got a major overhaul (still on pump), with a new billet supercharger snout and pulley upgrade, and Ford Racing twin throttlebody from the Mustang. To safeguard the motor, a Stage II Streetfighter intercooler kit was also fitted.

Using the same SCT box, master mechanic at KPM Callam Preece put a conservative tune into the car and made 560kW (750hp) with 900Nm of torque at 12psi. We guess

There were only 15 of these ever built in Kinetic Blue, making this car rare indeed



Brenton's up for new plates and stripes again...

"With these mods the car has a lot more power to give if you want, but I decided to leave it with a 'safe' tune—for now. Ngairé and I have joined the FPV and XR Car Club of South Australia where we get to enjoy fun times with people who have similar interests. They have welcomed us with open arms and give us more opportunities to enjoy my car.

"All things considered, I am fortunate to still be able to enjoy this period of my life. It may sound weird to some, but because of my situation I have done the obligatory bucket list, and one of the things on there was to have my final car featured in a national magazine. Thanks to Roy and Street Fords, I can now cross that off my list." We have to wonder, though, does the next item down read 1000hp?

Thanks: "My wife Ngairé for just being her, my son Matt for helping me convince his mum that what I was doing was necessary, the FPV and XR Club SA for helping me enjoy my car (0458 371 575), KPM Motorsport—David, Callam, Tim for all your help and expertise (08 8299 9998), Trevor Turner at City Discount Nailsworth for the awesome wheels and tyres (8344 1955)." ■



FORD FACTS

ENGINE:

5L Coyote eight-cylinder supercharged

POWER:

750hp

ENGINE HARDWARE:

3in twin stainless steel Streetfighter exhaust system into quad 3.5in tips, high-flow cat, Streetfighter supercharger snout and small pulley, Walbro 460 fuel pump, KPM 1000cc injectors, SCT flash tune box, Streetfighter oil breathers, Stage II intercooler and twin-cone performance air filter Ford Racing twin throttlebody, Harrop supercharger

DRIVETRAIN:

Sequential shift auto

BRAKES/SUSPENSION:

355mm front and 330mm rear rotors, Brembo calipers

WHEELS/TYRES:

ROH Modena 20x8.5in front and 20x9.5in rear wheels, Sumitomo HTR Z III 245/35 front and 275/30 rear tyres

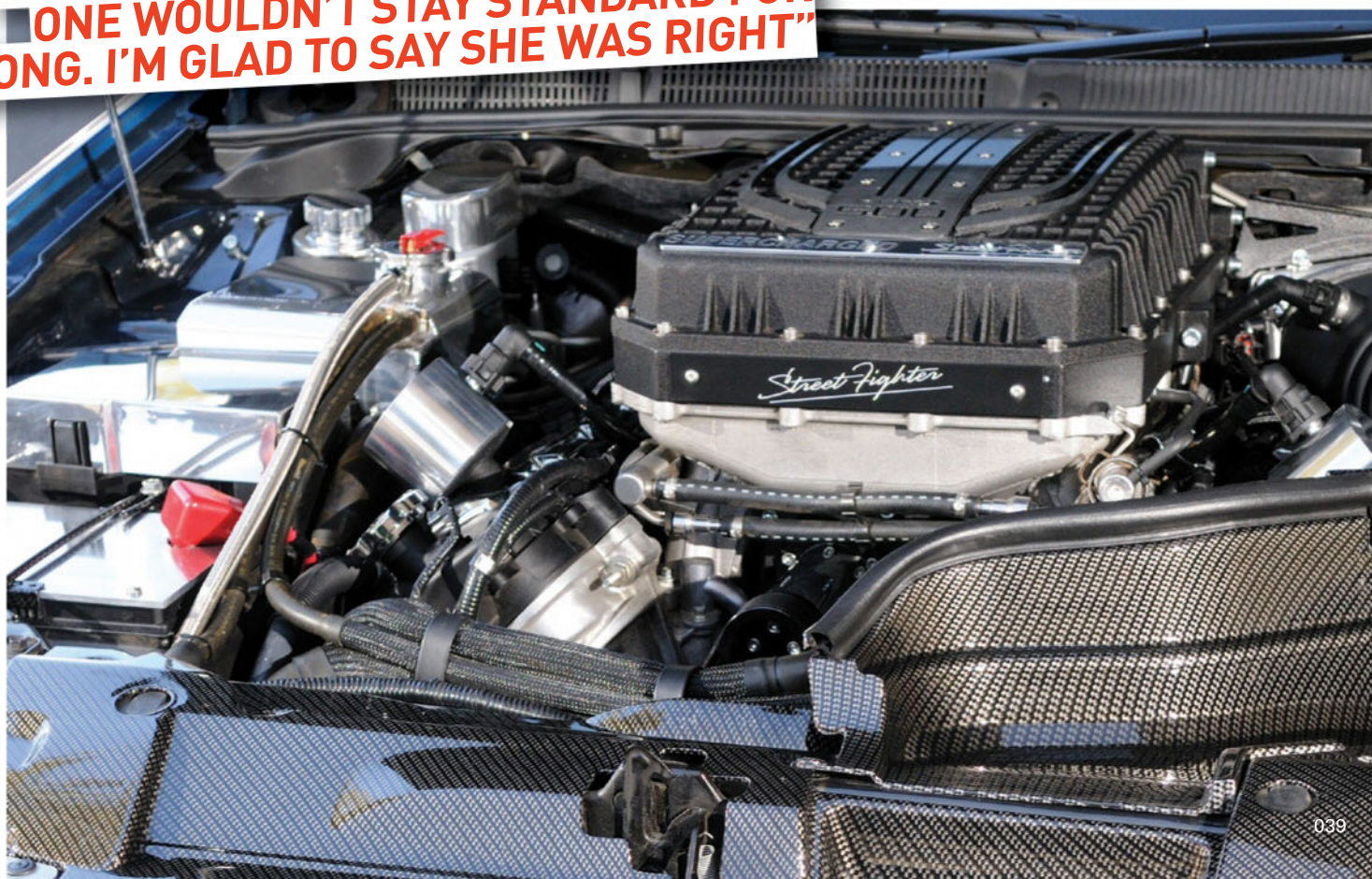
BODYWORK:

Kinetic Blue, Boss 502 stripes

INTERIOR:

Standard

"AS THIS IS THE FIFTH HIGH-PERFORMANCE FORD I HAVE OWNED OVER THE YEARS, MY WIFE KNEW THIS ONE WOULDN'T STAY STANDARD FOR LONG. I'M GLAD TO SAY SHE WAS RIGHT"



KELFORD CAMS

IT'S ALL ABOUT WINNING

World leaders in smart camshaft and valve spring design and manufacture.

Specialist camshafts and valve springs for all forms of motorsport and street use.

With our long standing design and manufacturing relationship with PAC Racing Springs we are able to bring you the most aggressive yet stable valve train solutions available anywhere in the world.



R.I.P.S Racing's MGAWOT III runs a complete Kelford cam, valve spring and cylinder head package.



Tilton Interiors Evo dominates at WTAC running Kelford cams

Want the most power from your SR20DET powered ride?



The Kelford Cams range of race proven camshafts for SR20DET are specifically designed for fast spool and the ultimate performance for drift, track & street/strip.

188-A2 / V-188-A2 266/270 11mm/11mm

"Drop-in" cams to suit stock valve springs.
Requires re-tune. Unlock easy horsepower!

188-A / V-188-A 260/266 11.8mm/11mm

Street performance cams to suit small turbo upgrade for great low - mid range power!
Requires KVS93 springs.

188-B / V-188-B 268/272 12mm/11.5mm

Ultimate drift spec, maximum lobe area for fast spool and lots of top end power!
Requires KVS93 or KVS93-BT for 28psi+

188-C / V-188-C 280/280 12.5mm/12mm

Race cams for big turbo high boost builds

KVS93

Drop in, stock retainer spring suitable to 8000rpm and 28psi boost

All cams available for NVCS and non-NVCS engines.

Kelford Cams, Springs & Adjustable Cam Gears Package

\$13
\$1359AUD

\$14/\$15
\$1179AUD

Delivered **FREE** to anywhere in AUSTRALIA!

Contact us for trade/dealer pricing
Customs charges may apply

[P] 1-800 CAMSHAFT [E] sales@kelford.co.nz

www.camshaftshop.com



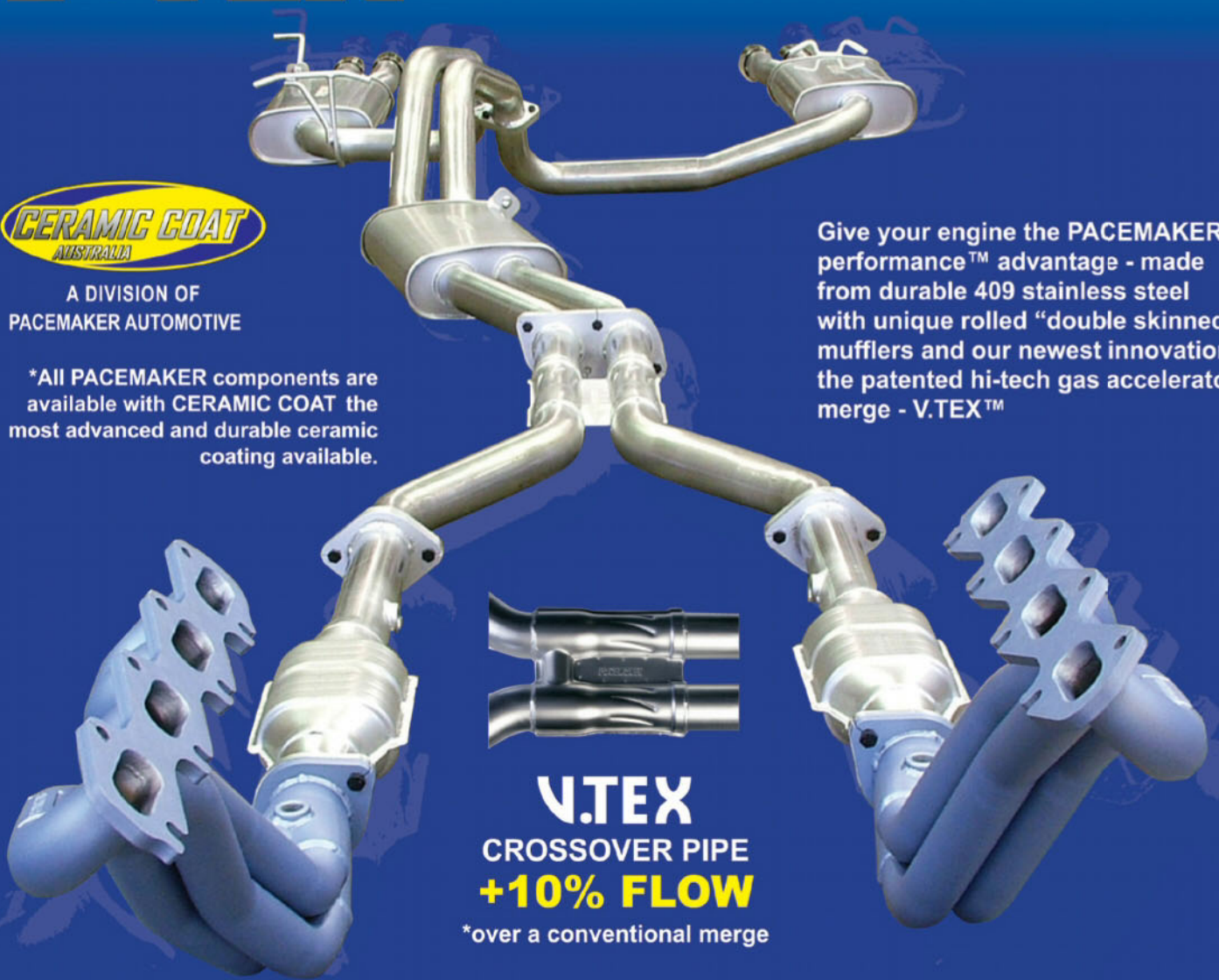
V-TEX^{by} PACEMAKERTM



A DIVISION OF
PACEMAKER AUTOMOTIVE

*All PACEMAKER components are available with CERAMIC COAT the most advanced and durable ceramic coating available.

Give your engine the PACEMAKER performanceTM advantage - made from durable 409 stainless steel with unique rolled "double skinned" mufflers and our newest innovation the patented hi-tech gas accelerator merge - V-TEXTM



V-TEX
CROSSOVER PIPE
+10% FLOW

*over a conventional merge



PACEMAKER
AUTOMOTIVE

**Race Bred
Performance**

Call your Local Distributor for Stockist

SA & NT - 08 8443 4265
NSW & ACT - 02 9623 2480
QLD - 07 3451 7888
VIC - 03 9706 6554
WA - 08 9414 8666
TAS - 03 6334 1014
NZ Wide - 0800 288 623

www.pacemaker.com.au



HORR



VV

THIS MCLEOD HORN CAR
HAS MORE OF A STORY TO
IT THAN STRIPES ALONE

PICS: WWW.AUTOSHOTZ.COM.AU



Firefighter George Salpegidis (46) knows all about risk. He deals with it on a daily basis. As such, he also knows the risk and expense taking on and maintaining a classic like this XB Falcon 500 McLeod horn car entails, but firefighters know how to put in the hard yards. They're not scared of a little bit of work, or risk, or, well, anything really. So what do you get when you come into a build with such an attitude? Perfection, that's what.

Ford dealership owner Max McLeod offered this 'horn pack' to a few models, each known for the stand-out strobe stripes applied to the cars – the very same as those used in the McLeod sponsored John Goss racing cars. It's not to everyone's taste, but it certainly makes the car rather unique in the sea of regular models out there. It's good to be different, right? The world would be rather dull without a bit of spice.

Says George, "The car was purchased by a 13-year-old boy from Jimboomba in the early 1990s as a car he was going to part out for another hardtop he and his dad were building. It sat untouched for six years until he was old enough and could afford to build his dream coupe.

"After inspecting the car closely, they found out it was a very clean and straight shell. It was way too good to wreck. Unfortunately, the original motor was removed from the vehicle. We believe it's currently in a ute in NSW somewhere, which I am still very keen to track down.

"He absolutely loved this car. When we asked him why he sold it to me, he replied, 'You got me at a moment of weakness'. As tears swelled in his eyes, he turned away and never looked back. We still keep in touch and I let him drive it every now and again, but I don't feel too bad for him. He's restoring an XA GT Coupe, so wait for that one."



The Topic Gold makes for a nice combo with the white and black interior

**"AS TEARS SWELLED IN HIS
EYES, HE TURNED AWAY AND
NEVER LOOKED BACK"**



Continues George, “I must admit, the first time I saw the McLeod signature stripe I was not overly excited, but now I just love the thing. It really sets the coupe apart from all the other GTs, GSs, etc.” That it does, with George looking after what is now a premium classic Ford fans of almost every age seem to appreciate.

So far the car has cost George \$50,000, with an extra \$5K on top for the new mods and maintenance. Given its vintage, however, this still remains an extremely reliable and competent ride putting to shame most of the plasto-boxes getting around on Aussie roads today.

Will George ever part with it? He doesn't know. He's grown kind fond of the XB. Time will tell, as it always does, but for now he's just happy to enjoy it. The car made it out to a few All Ford days with the previous owner, but George is keen to get his prized possession out there again. And hey, god forbid, if there's ever a fire...■



“I MUST ADMIT, THE FIRST TIME I SAW THE MCLEOD SIGNATURE STRIPE I WAS NOT OVERLY EXCITED, BUT NOW I JUST LOVE THE THING”





A single 680 makes for fun and games through the now custom dual system





Probably best to keep the sauce pies away from this one...



FORD FACTS

ENGINE HARDWARE:

Holley 680 carburettor, custom mild-steel dual exhaust system with four-into-one headers

DRIVETRAIN:

C4 auto (3:25)

SUSPENSION/BRAKES:

King Springs rear lowered 1.5cm, standard brakes (disc front, drum rear)

WHEELS/TYRES:

74 Stamp original Bathurst Globe wheels (15x7in) polished, BFG 205 front and 235 rear Redwall tyres

INTERIOR:

Standard Falcon GS/GT steering wheel, white with black inserts trim, black carpets, white headlining

BODYWORK:

Topic Gold

"THE CAR WAS PURCHASED BY A 13-YEAR-OLD BOY FROM JIMBOOMBA IN THE EARLY 1990S"



HEAD LIGHTS



TAIL LIGHTS



<http://www.MarsPerformance.com.au>



It is...

MARS
PERFORMANCE

Australia's No.1 Performance Lighting & Plastic Bodykit Dealer!

FULL
BODY KIT OPTION



**WHEELS
& TYERS**



FRONT BUMPERS



REAR BUMPERS



GRILLS



BUMPER LIP & DIFFUSER & SPLITTERS



MIRRORS



REAR SPOILERS



CARBON PARTS



FOG LIGHTS



SIDE FENDER / SKIRTS
& DOOR MOULDS



**LIFE TIME
WARRANTY!**



HID/XENON LAMP

HALOGEN LAMP



BONNET & TRUNKS



DRL LIGHTS



CORNER & TURN SIGNAL



INTERIOR LED & NUMBER PLATE LIGHTS



BMW ANGEL EYES MARKER

MARS
PERFORMANCE PTY LTD

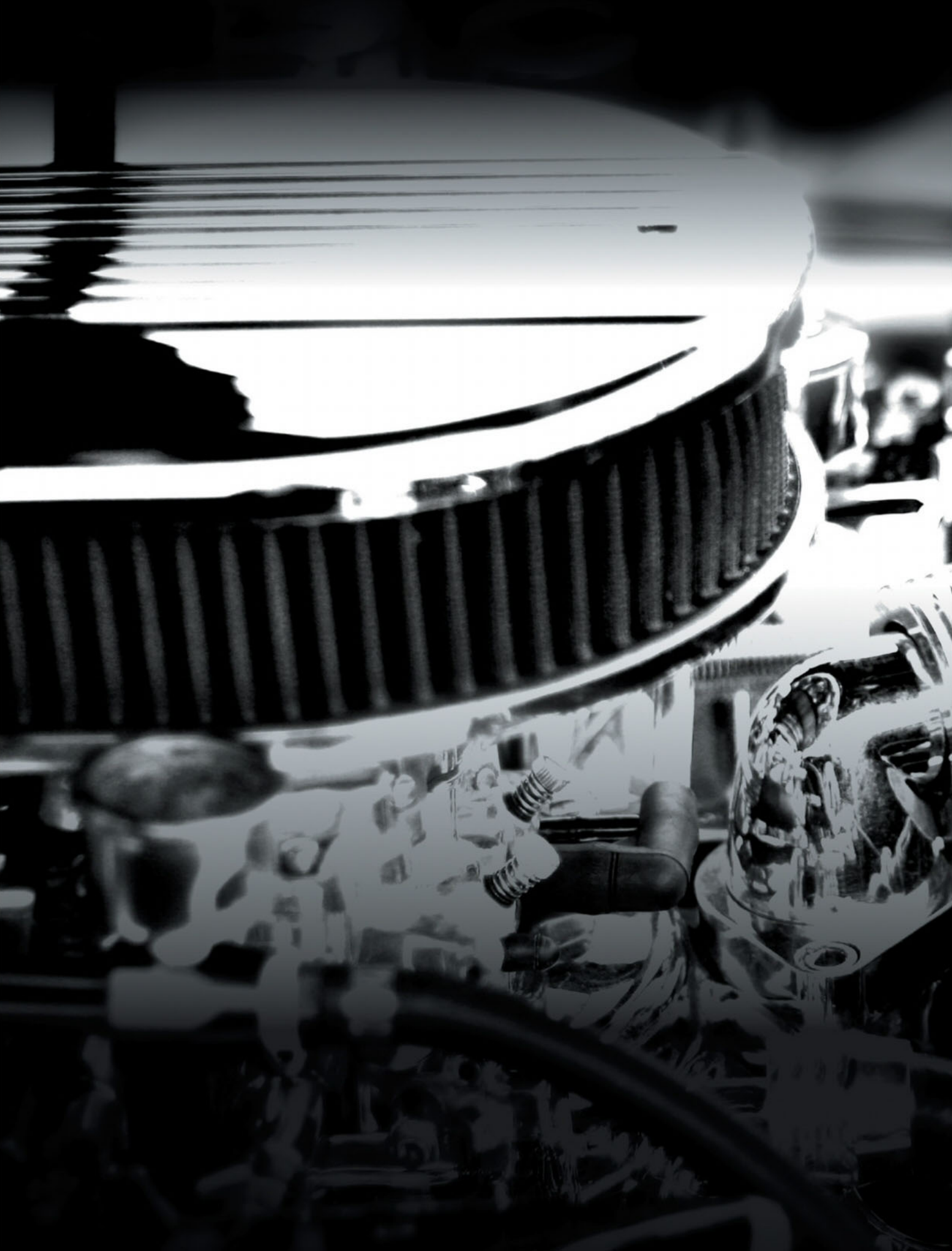
Tel : 03 9543 7778
Fax: 03 9543 7779

Address: 480 Clayton Road, Clayton, VIC. 3169, Australia
Email: Sales@MarsPerformance.com.au

street **FORDS**







SIDCHROME®

440 PRO SERIES

MORE GRUNT FOR YOUR GARAGE

SIDCHROME 440 SERIES – SERIOUS PERFORMANCE

Need more grunt in your garage? The Sidchrome 440 Pro Series was designed to ensure maximum performance.

The Ring End features the TORQUE PLUS system, where the contact is concentrated on the flats of the fastener, not the corners. This provides greater torque and makes tightening easier.

The I-Beam shank also helps increase strength and torque – the tensioning load is spread over a larger surface area, so the spanner distorted gradually so no brutal breaking likely to injure the user.

The Open End features the ANTISLIP design – a locking groove prevents slippage and knuckle injury.

AVAILABLE FROM ALL GOOD SIDCHROME STOCKLISTS NATION WIDE



sidchrome.com.au



facebook.com/sidchrome



THE ULTIMATE

ONCE A NICE AND
PRESENTABLE LE MANS
RED EB WITH A TURBO
4L, SHAUN BESIM'S
CREATION HAS BEEN
REBUILT AS AN EVEN
MORE PRESENTABLE
ULTIMATE GREEN 4L
TURBO CRUISER

WORDS BY SAM HOLLIER PICS BY ERIC TANG

COMEBACK



The entire interior is EL/NL luxury-spec cappuccino leather

IT WAS
LE MANS
RED, BUT
IT HAS HAD
A SERIOUS
MAKEOVER
SINCE
THEN



The boot install was completely redone during the car's rebuild with false panels and new upholstery added. As a result the amps and battery are now hidden

We have featured Shaun Besim's turbocharged EB Falcon before, way back in issue 66 of Street Fords in fact when it was Le Mans Red, but it has had a serious makeover since then. The now 31 year old salesman says "What was supposed to be an engine bay respray in red turned into a full ground-up rebuild and paint job in green that took 18 months to finish."

QUICK RECAP

To summarise the car's early story, Shaun reported that he "bought it back in 2004 from a grandma who had it from brand new." It then underwent some basic mods including lowering, bigger wheels and fitment of an EB Fairmont Ghia leather interior before Shaun decided that he wanted to put this car through a turbo conversion. A Snort Performance kit was added to the engine that the car already had. Unfortunately it just wasn't up to the task, even with just 3psi, and it soon failed.

To get mobile again, "I purchased a second EB and EBGLT went into the shed. The old motor came out and over the next six months I had a motor rebuilt by Paul at CVE Performance. Standard everything but it was cleaned, bored, machined, honed and balanced." The car was then put back together with the rebuilt 1997 EL 4L engine, and a manual gearbox, and it easily made

231rwkW with 8psi and custom-tuned chip plugged into a factory ECU.

This was followed 18 months later by the installation of a complete EL/NL cappuccino leather interior; seats, dash, door cards and all. At this time the EB wiring loom was also pulled out and an EL wiring was installed, plus some cosmetic improvements were made to the engine.

EBGLT also had a nice sound system with a woodgrain-style boot install, ED Tickford quad headlights and chrome 20in wheels when we last had it professionally photographed. But the car's look has been revised and a number of details improved upon since then.

THE REBUILD

Putting the car through a rebuild extended "from every hole being welded in the engine bay to re-fibreglassing the broken-in-half SVO rear spoiler on the boot" Shaun reports. "My mate Dane and I welded and prepped the engine bay ourselves before giving a bare rolling shell to David Mackow at Flawless Glass Accident Repair Centre where the body was taken back to bare metal."

The decision to go with such a standout appearance is one that Shaun wasn't entirely sure of even as it was being done. "I was worried that having the car painted in such a bright colour was mistake, but after putting the engine in and fitting windows and mouldings on I knew I hadn't (made a mistake)."

Happy with how the car was going to look the rebuild continued, and with a number of







The engine is a rebuilt and modified EL 4L, with a ported head, 42lb/hr injectors, a Snort manifold, a Wolf 3D ECU, a front-mount intercooler and a KKK600R turbo with GT42 internals. Power is an easy 238rwkW through the auto with only 7psi of boost

**"FUTURE
PLANS ARE
TO JUST
DRIVE AND
ENJOY
WHAT I
HAVE BUILT"**



new details added. “A lot of the fabrication I have done myself or got someone to make a custom one-off part, for example the catch can and rocker cover setup” Shaun declares.

The engine also has a new Snort Performance Iceman 2000 intake manifold and plenum, 42lb/hr injectors, a Turbosmart FPR800 fuel reg’, an ICE coil and 7000R ignition module, and a Wolf 3D ECU. Thanks mostly to these changes it makes a tad more power than it used to and with a bit less boost – 238rwkW with

just 7psi to be specific – despite the fact that is now an automatic as well.

Inside the car the audio package has remained pretty much the same as it was before but the boot install has since been redone. The bodykit was also revised a little as well with an ED XR8 Sprint-style front lip from Alfa Motorsport Fibreglass. As for the former chromies, “I have trialled a few sets of wheels and finally came across the TB Racing 20s which suit it perfectly.”

WHAT NOW

Shaun says that his “future plans are to just drive and enjoy what I have built, take it to shows and add some more boost down the track”. Being that this is a fun weekend cruiser and not a daily driver – it hasn’t been for a long time – that sounds like the perfect plan to us. ■

Shaun wasn't sure he'd made the right colour choice until he started putting the car back together



FORD FACTS

OWNER:

Shaun Besim

VEHICLE:

1991 Ford EB Falcon GL sedan

PAINT:

Ultimate Green

STYLING:

ED Tickford quad headlights and grille, Alfa Motorsport Fibreglass ED XR8 Sprint-style front bumper lip, SVO rear spoiler

ENGINE:

1997 EL 4L 6-cyl, turbocharged

ENGINE MODS:

Re-machined block and crank, new standard conrods, hypereutectic pistons and ACL Race rings, high-volume oil pump, ported head, Crow Cams valve springs, Wade cam, standard distributor, ICE coil and 7000R ignition module, Wolf 3D ECU, Turbosmart FPR800 fuel reg’, 42lb/hr injectors, Snort Performance Iceman 2000 manifold, KKK600R turbo housings and GT42 core, front-mount

intercooler and 3in pipes, AU cam cover, alloy breather tank

POWER:

238rwkW (7psi)

EXHAUST:

Tuned-length 6-into-1 manifold (38mm pipes, ceramic coated), Tial external wastegate, custom dump pipe (ceramic coated), stainless steel single 3in system with 100cps cat’ and Redback muffler

TRANSMISSION:

AU BTR 4-speed, TCT 3,000rpm converter

DIFF:

EL XR6 Borg Warner, LSD, 3.45:1

SUSPENSION:

Pedders shocks, King Springs Superlow coils, NL Fairlane SSPS (speed sensitive power steering) rack

BRAKES:

Standard 4-wheel disc

WHEELS/TYRES:

TB Racing 20x8in and 20x9.5in, Achilles

ATR Sport 2 245/30 and 275/30

INTERIOR:

Complete EL/NL (cappuccino leather upholstery, NL Fairlane Concorde instrument cluster), Auto Meter boost gauge, false panels and custom upholstery in boot

TUNES:

Sony CD/DVD head unit, two Coustic amps, JVC front splits, Option Audio rear splits, two Kenwood 12in subs (custom boot enclosure)

COST:

Over \$32,000 (\$2,600 purchase in 2004)

WHO'S RESPONSIBLE:

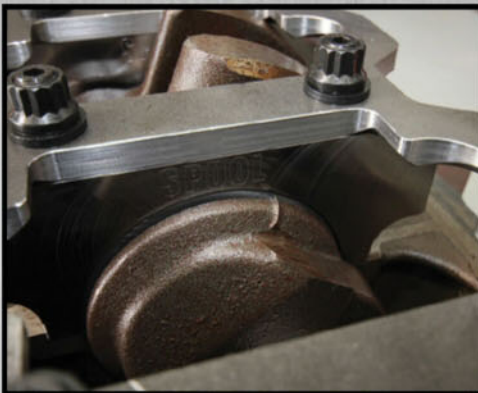
Tim Parsons of Sew Fine Auto Interiors (03 5998 4401), David Mackow of Flawless Accident Repair Centre (03 9708 2888), Joel at 4B Fabrications and Tuning (03 9708 2232), Dane Larsen at Karl Larsen Truck Mechanics (03 9776 4099), “Ash for all his help putting it back together, and my Wife Lauren for all her patience”

**CHECK OUT OUR
WEBSITE FOR FULL
RANGE & PRICES**

SPOOL

www.spoolimports.com

CONRODS & CRANKSHAFTS



PH: (07) 3279 1074 or 0402 351 688

FAX: (07) 3112 3963

EMAIL: sales@spoolimports.com

WWW.SPOOLIMPORTS.COM

16TH FALCON GT NATIONALS

2015 WAS VICTORIA'S TURN TO
HOST THE FALCON GT NATIONALS

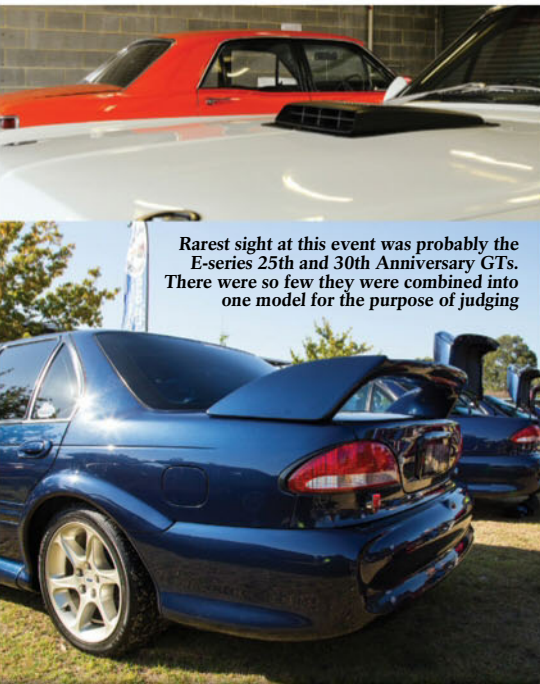
WORDS BY SAM HOLLIER PICS BY HP IMAGES







MANY OF THE ENTRANTS DROVE THEIR VEHICLES TO THE VENUE, EVEN FROM INTERSTATE



Rarest sight at this event was probably the E-series 25th and 30th Anniversary GTs. There were so few they were combined into one model for the purpose of judging

On the Easter weekend of every odd-numbered year, dedicated enthusiasts from all around Australia converge in the one location for the Falcon GT Nationals. For 2015 - the 16th running of this event - the location was Sandown Racecourse in Victoria so absolutely everything on the itinerary except the scenic cruise was able to take place on-site.

PRE-EVENT

The first thing that people had to do was be a member of a Falcon GT club (if they weren't already). Next was to pre-enter their genuine GT or associate vehicle - especially if they wanted it judged for an award - before booking their accommodation near the venue and then making the journey to the self-proclaimed "Home of Horsepower".

Many of the entrants drove their vehicles to the venue, even from interstate including those who travelled in one of a number of convoys with their fellow enthusiasts from similar parts of the country, whilst others had their highly-prized vehicles transported on the relative safety of a truck or a trailer.

Plenty of the entrants have been taking their Falcon GT, GT-HO, one of a few GT Anniversary editions, GT-P, GT-E, limited-edition GT Cobra, GT R-Spec or South African Fairmont GT to these Nationals for about as long as they've been able to. This year there were also some spectacular newly-restored vehicles making their concourse debut, along with a couple of examples of what is meant to be the very last in the lineage, the 351kW limited-edition GT F that was released in 2014.



A number of cars had an Australian Classic Car History Service certificate on display so that anyone curious could see its list of options and how rare that car's combination was



Even the display board is worthy of a last-minute chamois. Darren Blackman's car won its class too; XB GT Hardtop Modified





Dennis Zupanov's restored XY GS ute won the award for best Associate

Leo Khouri's ex-John French XY GT-HO won the Special Interest award. This car finished 2nd in the Bathurst 500 in '71 and again in '72. Leo brought a number of other early GTs that won awards at this event as well



The FG GT R-Spec was released in 2012



THURS-FRI

With so many cars to get through scrutineering – which included verifying that any vehicle claiming to be a GT was actually the real deal – the judges were already looking at cars as early as the afternoon of Thursday April 2nd.

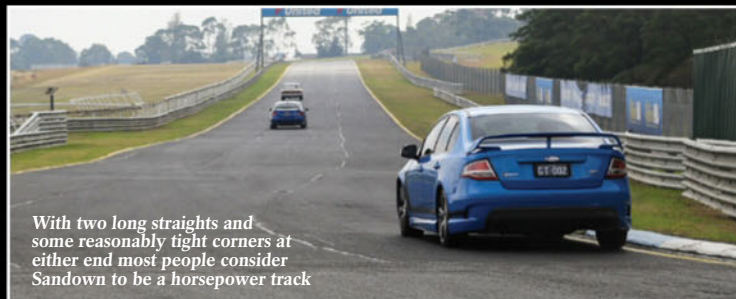
This continued all through Friday, with a lunch break scheduled for the volunteers, whilst the entrants and some spectators could also start looking at the other cars and the trade exhibitions. Meanwhile Friday evening was set aside for a meet and greet amongst entrants in the Sandown Lightfingers Auditorium from 6pm with finger food supplied from 6:30pm and drinks available to buy at the

SATURDAY

Saturday was the main show day and it was the primary aspect of the event that the organisers – the Falcon GT Club of Australia – advertised to the public. The gates opened at 7am for traders and entrants, the cars needed to be in position by 9am, and then concourse judging commenced at 9:30am. Cars were required to remain in place until at least 3:30pm by which time it was anticipated the judging would also be completed.

Anyone who attended on Saturday was treated to a bevy of unrestored, maintained, restored and modified Falcon GTs and associate vehicles on display, plus trade stands, a variety of food options, children's entertainment and live music





With two long straights and some reasonably tight corners at either end most people consider Sandown to be a horsepower track



Another associate vehicle, the XA Falcon 302ci Superbird was a special model based on the Falcon 500 Hardtop



Associate vehicles included some really nice examples of the Falcon GS from the same era as the early GTs





The concourse judges had plenty to do on Saturday, and there were teams of them for looking at various classes to make the best use of each individual's expertise



Some boots were also used as display areas



This was a sponsor's trade stall pictured on the Saturday, but there was also a swap meet exclusively for event entrants on the Sunday afternoon

performed in the afternoon by The Humbunkin Pick-Ups. The Sandown Bar was also open from 11am.

By 4pm everyone and everything at the show was dispersing and Saturday evening was set aside for another social gathering in the Sandown Lightfingers Auditorium, this time a barbeque dinner with the catering on offer from 6:30-8:30pm with bar again open through the evening. There was also live music by The Original Mustangs with Falcon GT Club of Australia member Neil Owens playing the bass guitar.

SUNDAY

Win on Sunday, or at least drive the thing quickly around a racing circuit if you want to. The track day was limited to 40 participants but there was also an alternative activity offered in the form of an organised cruise through Melbourne's outer eastern surrounds and "an exquisite 4-hour lunch in Victoria's famous Yarra Valley wine region", as described on the official itinerary.

For who stayed at the circuit, the track day wasn't run as a competition

but instead as an untimed free practice, although drivers still had to be a member of a CAMS club and hold at least a non-speed (level 1) licence. There were also a couple of ring-ins doing laps, but at least they were still Fords.

Cars and drivers that were going to do some swift laps were put through track-style safety scrutineering from 8am and then after a driver's briefing at about 9:30am the Sandown racing circuit was opened for some very spirited driving to start. The morning was for familiarisation with no passengers allowed even though the sessions were untimed, and then just



LINED UP AND KEEN FOR SOME TRACK DAY ACTION

after lunch there were slow parade laps for all remaining Falcon GT Nationals entrants with passengers encouraged to participate. Untimed laps then resumed for the remainder of the afternoon.

Meanwhile off-track, but still at the track, there were again trade stalls, lots of mingling, and more looking at GTs (both parked and out on the track). From 3:00-4:30pm there was also a swap meet behind the racing circuit's pit garage complex for event entrants only.

Win on Sunday was actually a true statement for many, since that evening was for the presentation dinner, also held in the auditorium. This was the most formal occasion of the event and everyone's attire matched. It also featured a catered 3-course meal with a drinks package included, background music playing and Michael Burke as the MC, with lots of trophies handed out and many short speeches given.

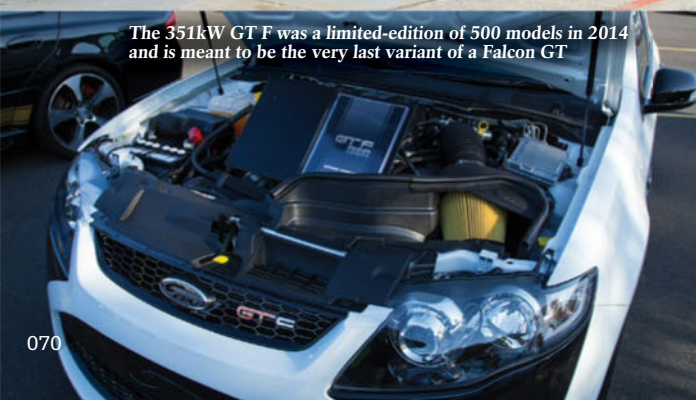
MONDAY

Monday morning drew the event to a close with a farewell barbeque breakfast and then it was time for everyone to start making the journey home, which for many would be long and for those from places as far away as WA, NT and Qld would definitely take more than a day to complete.

The 17th Falcon GT Nationals is destined to return to Perth, WA in 2017. The event rotates around the country but each state only gets the chance to host it once every ten years, so if you will be near Australia's western-most capital over that Easter break you should definitely consider going as spectator, unless of course you're planning on entering a vehicle. ■



The 351kW GT F was a limited-edition of 500 models in 2014 and is meant to be the very last variant of a Falcon GT



Peter Rujanowski's Surfer Orange car made its debut at this event and won its Restored XW GT-HO class as well as the overall awards for Best Display and Grand Tourer Classic



ESP
Racing

EXTREME street PERFORMANCE



- ENGINE BUILDING
- ENGINE UPGRADE PACKAGES
- SUPER CHARGER & TURBO PACKAGES
- INSTALLATION & TUNING ON ALL MAJOR AFTER MARKET ECU's
- EXHAUST SYSTEMS
- INHOUSE DYNO FACILITIES
- HOLDEN, FORD, SUBARU, MITSUBISHI & MAZDA ECU REFLASH
- NEW CAR LOG BOOK SERVICING
- CUSTOM FABRICATIONS
- GENERAL SERVICING & FULL MECHANICAL WORKSHOP
- VEHICLE REWIRING
- HEAD AND CAMSHAFT PACKAGES
- ZF 6 SPEED CUSTOM TUNING

TURBOSMART
PERFORMANCE PRODUCTS

PLAZMAMAN
.com

Haltech
ENGINE MANAGEMENT SYSTEMS

Garrett
Turbochargers

ViPEC
Versatile Intelligent Performance Engine Controls

171 GILMORE ROAD, QUEANBEYAN • PH: (02) 6299 4444
WWW.ESPRACING.COM.AU • EMAIL: QUOTES@ESPRACING.COM.AU



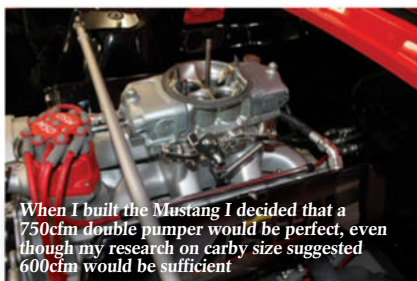
STP0135_02



WORDS BY HOWARD ASTILL PICS BY ROY VELARDI

DEMON **TWEAK**

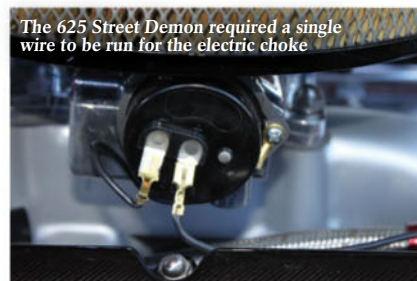
INSTALLING
A 625 STREET
DEMON CARBY
ON HOWARD
ASTILL'S SWEET
'66 MUSTANG



When I built the Mustang I decided that a 750cfm double pumper would be perfect, even though my research on carby size suggested 600cfm would be sufficient



Removing the 750cfm Mighty Demon and fitting the 625 Street Demon was a simple process



The 625 Street Demon required a single wire to be run for the electric choke

When I built the Mustang I was doing my research on carby size and it was recommended that just a bit less than 600cfm would be sufficient. In typical fashion I decided that a 750cfm double-pumper would be perfect and while I was at it why not put a race carby on a street car as well. So a 750cfm Mighty Demon was proudly bolted onto the 302ci Windsor that turned out making 385hp.

All was good, well not so good unless you were full noise around Eastern Creek. I hadn't really thought too much about it until I saw the new 625 Street Demon in the Editor's column so I contacted Roy for some inside information and we ended up doing the trial with the new carb. It was a very simple process with the bolt pattern

being the same, all that was required was a single wire for the electric choke and a new accelerator cable bracket and we were driving.

After warming up the engine and a quick adjustment on the idle mixtures we were off for a test drive. Now the Mustang has always been a bit sluggish under low throttle moving away in first, something that I always blamed on the cam, but with the 625 and its small primaries the car is decisively easier to get away and continues to drive smoother under low throttle position.

The best part is when you open the manual secondaries the response is smooth and strong with the much larger throats roaring a bit like the old spread bore pattern Quadrajets and Thermoquads. The overall driving experience is all 'round smoother even when you're moving up through the rev range.

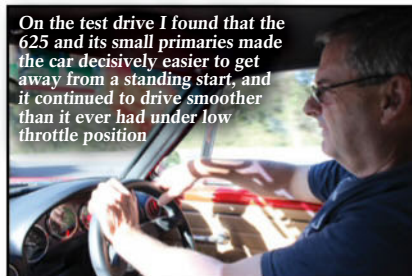
The other pleasing feature is the electric choke that now means there is no need to touch the accelerator at start up, and it is a pleasure when you turn the engine off because there is no overrun. On the final test I came off idle in first then mashed the throttle, the response was again smooth and strong with the hint of wheel spin, something that I haven't experience with the larger carby unless you were helping with the clutch, and considering the car still has the track tyres on it I was duly impressed.

This simple change has given me a more driveable combination with perceived extra power, an excellent all round result. I hope you didn't need it back Roy because the 625 Street Demon is staying right where it is. ■

The Mighty Demon also had hard lines feeding a fuel bowl at either end of it so we temporarily used flexible fuel line to test drive the car with the 625 Street Demon carb



The main piece that had to be changed was making a new accelerator cable bracket

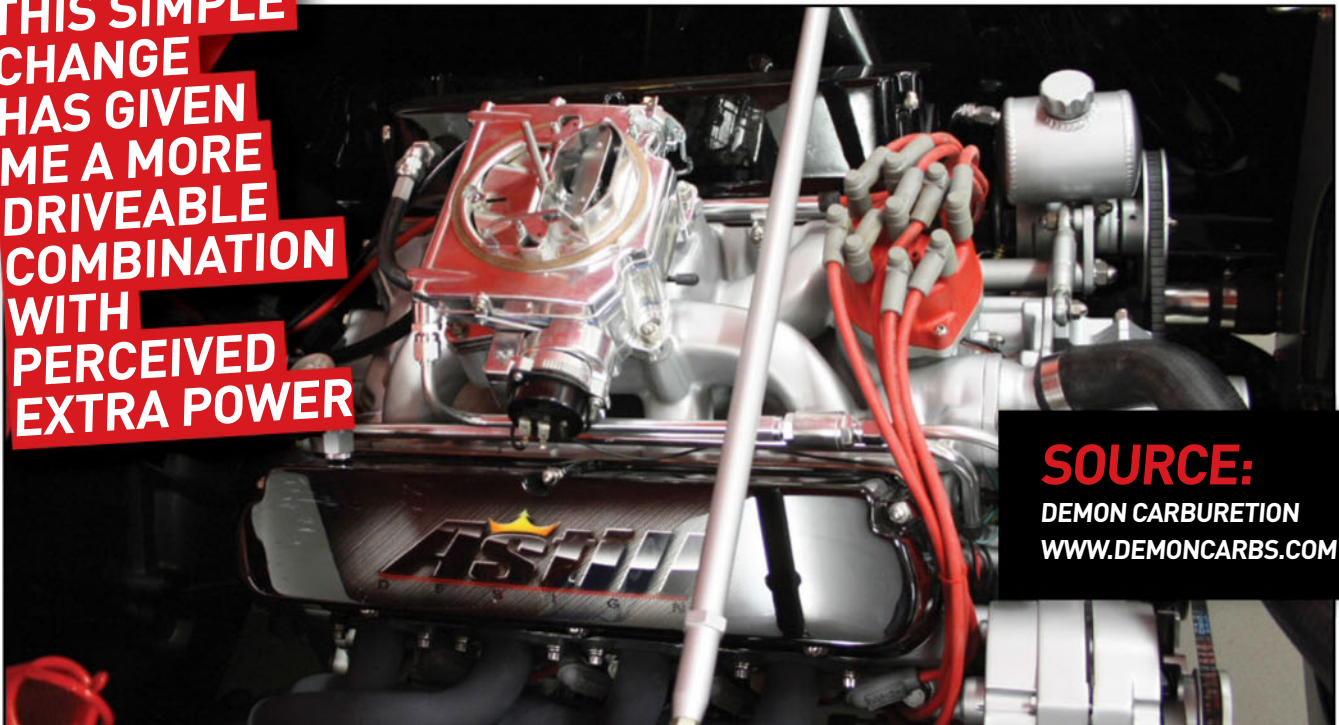


On the test drive I found that the 625 and its small primaries made the car decisively easier to get away from a standing start, and it continued to drive smoother than it ever had under low throttle position



After I decided to keep the 625 Street Demon on the car Phil Kerjean replaced the temporary flexible fuel line with much neater-looking hard line

THIS SIMPLE CHANGE HAS GIVEN ME A MORE DRIVEABLE COMBINATION WITH PERCEIVED EXTRA POWER



SOURCE:
DEMON CARBURETION
WWW.DEMONCARBS.COM



The outer angle, which might be 7, 8, or 10 degrees, is measured on a sine vice. The narrower angle creates the tighter the lock; the wider angle allows easier separation.

COMPETITION

WORDS BY FERGUS OGILVY PHOTOGRAPHY BY MOORE GOOD INK

VALVE LOCKS

When we first take an interest in valve locks we soon realise they are at the very heart of the racing valve train. If engines are exposed to over-revving, valve springs and sometimes valve retainers begin to float, you are dependent upon the humble valve lock to remain locked or else...

For years the ubiquitous 7-degree valve lock was the standard, the virtually fail-safe product pioneered by the original equipment manufacturers. Its outer diameter has a 7-degree taper which fits into a similar taper on the valve spring retainer. Engineers would refer to this small 7-degree angle as a locking taper. However, the smaller the taper, the harder it is to separate.

Drag racers in a hurry grew impatient with the 7-degree arrangement—it was infernally tedious, too tight, too much of an

inconvenience. Racers wanted to find a faster way to dismantle the valve train and subsequently the 10-degree taper emerged.

Though the 10-degree valve lock offers an effective and speedy solution for those with limited time to change parts, the wider angle, unfortunately, cannot operate for sustained periods of valve float as the retainer becomes separated from the valve lock.

According to Andy Anderson, technical director of Trend Performance, an 8-degree configuration is often the better compromise for the racer. “It offers better retention during valve float,” says Anderson, “and remains in unity with the retainer under the harshest conditions. In contrast the 10-degree design will reveal wear on parts during valve float that don’t usually sustain wear and worse the locks can fall out.”

IDENTIFYING THE TELLING SIGNS OF OVER REVVING

Engine builder Jon Kaase says, “Sometimes if the valve train gets out of control and it’s bouncing around, the valve locks get chafed on their bead locks or scored on the half round portion beneath the bead lock—the part that sits on the stem of the valve.”

A common sign of over-revving is often observed in the contrasting appearance of the valve locks: the locks on the exhaust valves look like new while the intakes have a shiny appearance. This is probably explained by the fact that the intake valve is

slightly heavier and also the intake cam lobe is more aggressive.

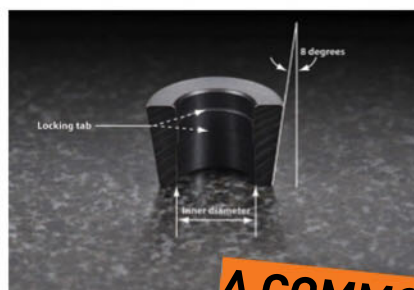
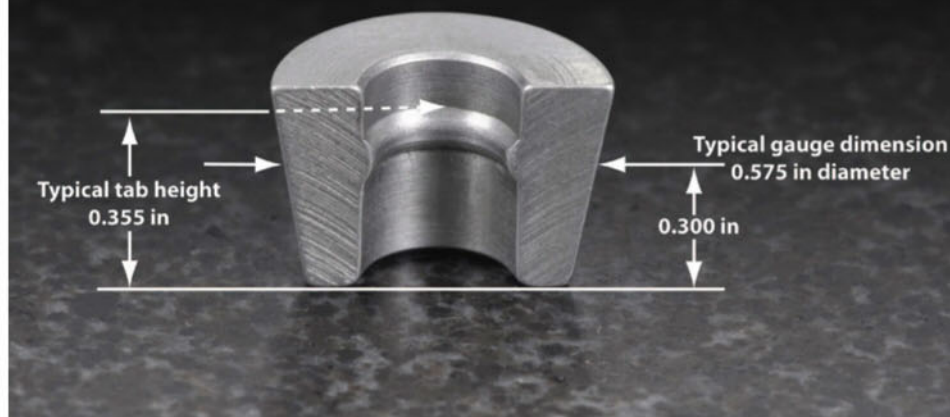
Kaase reflected on a further unusual observation: "Sometimes when you remove the valve covers you can see what appears to be really dark oil on top of the retainer, which is a sign that something is awry. Things are moving around and the retainer is accumulating microscopic particles of metal, causing the oil on top of the retainer to be dark looking."

Ideally the valve locks should have full engagement with the valve stem, the keeper groove, and the angled interface of the retainer—the fuller the engagement, the stronger the joint. Further, it is preferable that no part of the valve locks should protrude beneath the retainer.

In addition, valve lock joints are strengthened by the presence of a deeper skirt—a greater clamping area beneath the keeper groove. This directs stresses to the valve stem below the keeper groove. Thus the groove and more importantly the area above it are less threatened.

The three critical dimensions of the valve lock are as follows: the outer angle, the outer diameter, and the inner diameter. ■

The outer diameter of the valve locks is measured at a specific point on the angle. A race engine builder might specify a gauge dimension of, say 0.575in OD at 0.300in high. To check this dimension, he acquires a 0.575in ring gauge, assembles the locks onto the valve, and measures the position on the angle.



The inner diameter of the valve lock must fit the valve stem precisely. If it is too large the locks may have only two points of contact, resulting in a poor connection with the valve stem. If it is too small the locks could spread and break. Case hardened smaller types are more susceptible to breakage.



A COMMON SIGN OF OVER-REVING IS OFTEN OBSERVED IN THE CONTRASTING APPEARANCE OF THE VALVE LOCKS

Assemble the valve locks on a valve and using your thumb and forefinger raise the retainer to its full height. If the assembly defies gravity and remains in place and doesn't rock, the quality of the valve locking assembly is superior. If, however, the assembly falls apart, the valve locking mechanism is deficient in one or more of its dimensions.

SOURCES

TREND PERFORMANCE

WWW.TRENDPERFORM.COM

**JON KAASE
RACING ENGINES**

WWW.JONKAASERACINGENGINES.COM

IF IT'S NOT JUST A CAR

HIGH PERFORMANCE MODIFIED IMPORTS



EASY PAY BY THE
MONTH PREMIUM*

UNLIMITED
LEGAL MODS

BUY ONLINE
& SAVE \$50*

Get a Quote today. Call **13 13 26** or go online
and save at justcarinsurance.com.au



Like us on Facebook



*\$50 online saving off new comprehensive insurance (\$15 off new online third party cover). *Pay by the month premium available on comprehensive insurance only. Insurance is issued by AAI Limited ABN 48 005 297 807 trading as Just Car Insurance. Read the Product Disclosure Statement before buying this insurance. Contact us for a copy.



Valvoline

MAN LIKE HORSEPOWER



VALVOLINE SYNPOWER
flows faster to all parts of the engine
for the power man instinctively craves.

SYNPOWER.COM.AU



Apple, the Apple logo, and iTunes are trademarks of Apple Inc., registered in the U.S. and other countries. iTunes is for legal or rightsholder-authorized copying only. Don't steal music.

BLOWN 4.6L '70 FASTBACK

OLD LOVE, NEW HEART

WORDS AND PICS BY ISAAC MION

MARK STUTZMAN HUNTED DOWN HIS FIRST MUSTANG



"You are not to contact the owner of this car," said the agent from the DMV as she handed over the vehicle history complete with the current owner's contact info.

The car in question was the 1970 Mustang Fastback that Mark Stutzman had owned as a teenager in the late 70's. He looked into the agent's eyes and agreed wholeheartedly not to do so then rushed home to read the report of his long lost baby.

You see, Mark is currently the owner of the highly modified 1970 Fastback you see before you. He found the car after many years and took it to Mustang guru Sean Blea. He and his crew at Mustang Concepts in Frederick, Colorado have managed to take most everything from a 2003-04 Cobra and fit it into the vintage package. But the road from six-cylinders to supercharged eight is not one that happened overnight so let's start at the beginning.



IN THE BEGINNING

In the summer of 1979, Mark Stutzman's life changed dramatically. That was not only when he met his first girlfriend but also fell in love with a Mustang in her neighbour's driveway. "I inquired about the car because I was instantly drawn to its red colour, body lines and overall cool factor," said Mark. "Sadly the car wasn't for sale at the time, which was probably a good thing as I didn't have any money."

The neighbour did have another Mustang, a '65 convertible that Mark's dad liked and eventually owned. It's always nice when your dad shows you how much richer he is than you by buying something you want. "I was completely infatuated with the curves of that Fastback," said Mark. "So I started looking for one for sale but there just wasn't any as nice as the one next to my girlfriend's house so I patiently waited"

So Mark waited patiently, crouching like a hungry tiger in the bush ready to pounce

upon a baby springbok and devour it in a carnivorous rage. Eventually his patience paid off and a military relocation by the owner put (forced) the car up for sale.

Mark and his Dad worked out a deal and the next thing you know the Fastback found its way to Mark's carport. Needless to say he was more excited than a 12-year-old at a Justin Bieber concert. In fact his hair at the time was a little bit like Bieber's but with the requisite mullet; party in back and business on top.

In addition to the complete driveline, IRS and all, the '03 Mustang Cobra interior was also modified to fit



The front tyres are 275/40/17 high-performance radials and the rears are 315/35/17 road-legal drag racing radials



basically saved his life, nestling him in her steel cocoon like a protective mother Sasquatch curling around her dreaded, furry little baby.

After the crash he convinced the insurance company not to write it off and reconditioned it instead. However, this was not when the major overhaul/restomod took place. He drove it until '88 when he grew tired of it and decided it would be cool to have a Mustang convertible instead.

LOOKING FOR HER

"Years went by and my wife and I got into family mode," said Mark. "I lamented selling my Fastback and began to wonder what fate had done to my old faithful friend." Mark searched far and near for his old flame. One day after a thorough scouring of E-bay and AutoTrader Mark



"SEAN SAID HE COULD MAKE EVERYTHING FROM A 2003-04 COBRA FIT INTO A VINTAGE MUSTANG LIKE MINE"



came across a car that seemed similar to his. As it was snowing that weekend he opted to wait a week to look at it.

"As it turned out that was a poor decision as the car was sold to someone else before I could see it," said Mark. Mark was devastated but like a true soldier he turned his frown upside down and channelled his sorrow into positive energy. He turned into an investigative reporter.

Detective Stutzman recounts: "I called my former insurance agent in and asked if they might have a file on my car. They ended up finding a document in their basement with an accident report from 1983." Mark sang his thanks and praises for Deann, the young woman working at the insurance company. "Thank you Deann. You changed my life!" he said as if she was Tony Robbins.

Newly armed with the VIN Mark hopped on his Harley and took a ride to the DMV where he joined a very long line. Now, it was my impression that most US state laws prevent revealing a motor vehicle owner's contact information. But I can tell you this, Mark is a real nice charismatic honest guy in a Bill Clinton "I did not have sexual relations with that woman" kind of way. He obviously charmed the pants off the DMV agent.

HOTTING HER UP

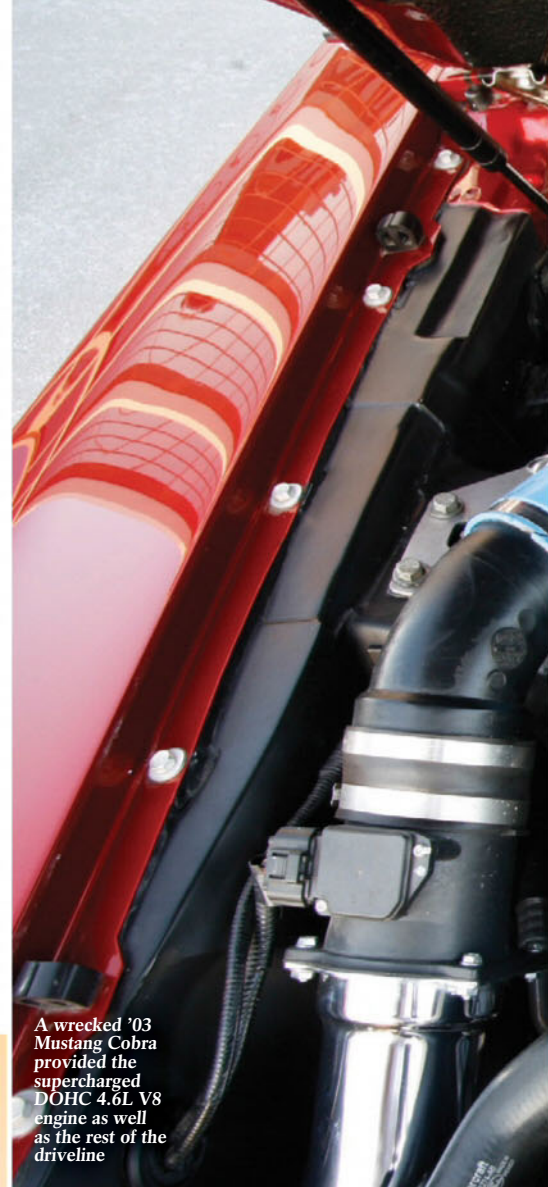
We'll get back to the glorified Car Facts report, accompanied by a "Reunited and it Feels So Good," story. For now you want to hear about how some of the things that rarely have been done to a Mustang of this vintage were accomplished.

"Sean Blea and I discussed the restoration and resto-mod options," said Mark. "Sean had been dreaming of taking a 1970 Fastback and doing an SVT Terminator conversion. He said he could make everything from a 2003-04 Cobra fit into a vintage Mustang like mine." Getting nearly all the running gear and mechanicals to work on a chassis meant for a car built thirty years previous didn't happen overnight.

First, Sean Blea, his right-hand man Rick Mathis, and their team of specialists, media blasted the car and attended to the necessary body restoration. While that took place Sean located a low-mileage 2003 Mustang that had been totalled and arranged to have it delivered to his shop. An AJE Racing K-member found its way into the Fastback's front end amongst the

Mark's Mustang looks like a '70 Fastback on the outside, but underneath and inside it is an '03 Mustang Cobra. Apart from the engine, gearbox and interior, substantial amounts of the '70 were cut out to install the '03 independent rear end, rear floor and all

A wrecked '03 Mustang Cobra provided the supercharged DOHC 4.6L V8 engine as well as the rest of the driveline





"I LAMENTED SELLING MY FASTBACK AND BEGAN TO WONDER WHAT FATE HAD DONE TO MY OLD FAITHFUL FRIEND"



Cobra parts to provide a cradle for the 390hp 4.6L supercharged engine and to upgrade the front suspension that consists of two 600lb/in coils and adjustable struts as well as a tubular stabilizer, effectively killing two birds with the one cradle.

Now the advantage of the AJE Racing member is that it can be ordered to the specifications of the new motor. Thus mounts aren't needed. Of course the larger motor didn't just slide right in like an eel at a nightclub. "The bulk of the heater protrudes three or four inches into the engine bay on the stock vehicle," said Sean. "To make room for the motor we

had to flatten it on the passenger side. Then we had to add reinforcement ribs on the firewall because without the curves or bends it would have basically been a piece of sheet metal."

This firewall conversion also allowed for the Tremec T56 transmission to slide in like a penguin at a black tie dinner. But the fitment of the rear IRS and Cobra specific gas tank required a whole new whittling application. While the original wheelhouses were retained, Sean's plasma cutter found its way through much of the rear end.

"Mustangs don't have a full frame like a Camaro. There's a subframe with

four adjoining points,” said Sean. “We cut from the torquebox to the end of the frame rail to the tail light section. The dimensions of the torquebox reattach to the rockers and allow for all the Cobra bushings mounts and bolts, etcetera to be used”

Since they installed the rear end from the '03, the rear seats bolted right in. All that needed to be adapted was the trim and a few custom-fabricated panels. The front end of the cabin wasn't as simple. “We had to remove about ¾in from the dash on each side to get the Cobra unit to fit,” said Mark. “The seat perches

were removed up front to provide proper driving position and room for the power front seats.”

Once the cabin had been established they tore it all apart so they could get their spray on. At first they looked at samples of the stock Ford Red Fire metallic but Mark wanted a little more pop. “Getting the colour right was quite a challenge,” said Sean. “The lines didn't seem to stand out in certain lighting.”

To remedy this they added some candy tangerine and some additional metal flake and the result is alerting enough with the blacked out hood and custom-made SVT

reverse C-stripes. “We decided to blend a modern SVT/Boss Mustang theme for the exterior,” said Mark. “Rear window louvers and a rear spoiler completed the look we were striving for.”

Nitto NT555R drag radials (275/40 fore and 315/35aft) take care of the final transfer of power to the ground. They wrap American Racing Shelby Limited Edition rims 17x9in fore and 17x10.5in aft. The brakes that bring all this madness to a halt are Cobra 10th anniversary 13in vented Brembo discs up front while the rears are 11.5in.

**“WE CUT FROM THE TORQUEBOX
TO THE END OF THE FRAME RAIL
TO THE TAIL LIGHT SECTION”**



FORD FACTS

OWNER:

Mark Stutzman

VEHICLE:

1970 Mustang Fastback

PAINT:

Ford Red Fire Metallic and House of Kolor Candy Tangerine

ENGINE:

'03 Mustang Cobra DOHC supercharged V8, 4.6L (281ci),

ENGINE MODS:

Unopened – features cast iron block, forged crank, Manley H-beam rods, forged Zolner pistons, 8.5:1 static comp', alloy heads, 37mm intake and 30mm exhaust valves, Eaton M112 roots supercharger (8psi), and water-to-air intercooler

POWER:

390hp@6,000rpm, 390lb.ft @3,500rpm (factory ratings)

EXHAUST:

'03 Mustang Cobra manifolds, custom twin system with Flowmaster mufflers

GEARBOX:

Tremec T56 6-speed, 11in clutch, custom tailshaft

DIFF:

'03 Mustang Cobra (8.8in, LSD, 3.55:1, 31-spline half-shafts)

SUSPENSION:

AJE Racing front K-frame, adjustable front struts, 29mm front sway bar, rack-and-pinion steering (15:1) with power assist, '03 Mustang Cobra IRS, aluminium lower control arms and spindles, 26mm rear sway bar

BRAKES:

13in front and 11.65in rear discs, 10th Anniversary Mustang Cobra calipers, ABS and traction control

WHEELS/TYRES:

American Racing Shelby Limited Edition Torq Thrust MS, 17x9in and 17x10.5in, Nitto NT555 275/40 and NT555R 315/35

INTERIOR:

Complete '03 Mustang Cobra (modified to fit), Alcantara and leather upholstery

ANYTHING ELSE:

Modified firewall and transmission tunnel, '03 Mustang Cobra fuel tank and rear floor grafted in

WHO'S RESPONSIBLE:

Sean Blea and the crew at Mustang Concepts (in Frederick, Colorado), and Drive Train Industries

REUNITED

Returning to the investigative story, Mark promised the lady at the DMV he wouldn't contact the owner. Well just like Clinton didn't have "relations" with that woman "Mark" didn't call the owner; he had his wife do it. "She explained to the owner that he owned my first car and that I had missed it since selling it years before," said Slick Willy, I mean Mark.

"Thankfully, he completely understood and wished that he could have the opportunity to own his first car and offered to let us see the car and see if it was something we would like to purchase." But wait, it gets better. "We met the following weekend and after several hours of speaking learned that it was the same car I had called about months earlier and missed due to the weather!" said Mark.

A laissez-faire attitude and a desire for a convertible caused Mark to lose his baby the first time. A snowstorm and a laissez-faire attitude combined with a fear of driving in more than an inch of snow caused him to lose it a second. But perseverance, some shrewd investigation and an almost fanatic desire to find his original sweetheart (seriously, Mark sounds like he wants to make love to the car sometimes) resulted in this Fastback coming full circle back to him.

And once that happened, Sean Blea and his crew at Mustang Concepts turned it into a fire-breathing predator with more than twice the power and finesse as the original and that's what makes this one of the most inspiring Mustang stories ever. ■



TUNED TO PERFECTION.



Enhance your Toyota 86 or Subaru BRZ

KYB's Extage is the premium shock absorber for street driving, developed to deliver maximum comfort while maintaining a sporty response. KYB Extage suspension kits are specifically tuned to specific vehicle models. So if you're driving a Toyota 86 or Subaru BRZ, there's a KYB Extage kit available that will tune your suspension to perfection.

KYB is distributed by NGK Spark Plug (Australia) Pty. Ltd.
For more information contact KYB on 1300 55 40 59 or visit www.kyb.com.au



COMPETITION *Engines*.com.au

VISIT OUR **ONLINE SUPER STORE** FOR GREAT DEALS
www.competitionengines.com.au



Calvert racing - the industry leaders in leaf spring innovation.

Specializing in leaf spring traction enhancement systems for over 15 years, the Calvert Racing Team knows what it takes to get your car hooking harder than ever!



SPLIT MONO LEAF SPRINGS

- 9 Way Adjustable Rear Shocks
- Suit Ford GM Chrysler
- 90-10 Front Shocks

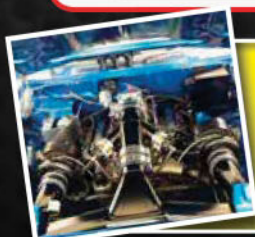


CALTRACS TO SUIT

- Aussie Falcon XR-XD • XH-99 Falcon Ute
- HK HG HT Holden • 57 Chev & Nova
- Chrysler A&B Body • FG Falcon • Capri
- HQ-WB Holden • Camaro • Mustang



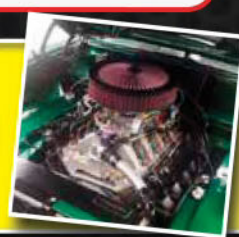
AUSTRALIAN DEALER



Check out our
website for over

40 ENGINE PACKAGES

Ford • Holden • Chev All built in-house!



WE WILL MEET OR BEAT ANY ADVERTISED PRICE!

3/22 Yiannis Court Springvale Vic 3171

W: WWW.COMPETITIONENGINES.COM.AU T: (03) 9548 5116 F: (03) 9548 3315





TEN YEARS AGO STEVEN
WANTED MINI-TUBS
INSTALLED IN HIS XE FALCON
AND NOW IT HAS A $\frac{3}{4}$ CHASSIS
AND LOTS MORE BESIDES

WORDS BY SAM HOLLIER PICS BY ERIC TANG

SNOWBALL EFFECT



5 1 year old formwork carpenter Steven Richardson informs us that his 1984 XE Falcon sedan was “originally a daily driver for five years, with a mild 351ci Cleveland, FMX and 9in.” That was from 1998 to 2003 and then Steven started looking at the car as more of a man-size toy and less as a mode of transportation.

FAB' WORK

Whilst looking into who in South Australia could do some modifications to the XE “I met Frank Zagari just over ten years ago about installing mini-tubs” Steven says, and it’s fair to say that the whole project very much snowballed from there.

“After seeing the quality of his work I could not help get a whole list of things over the past ten years since which



The dash is made of alloy and it's been wrapped in a carbon fibre print



include radiator mounts, engine mounts, $\frac{3}{4}$ chassis, roll cage, aluminium dash and gauge mounts, steering column, sheet-metal floor, shortened (narrowed) and braced diff, 4-link suspension, fuel tank mounts, aluminium boot floor, mount the fuel pump and a parachute mount.”

Frank’s workshop is called Zagari Engineering and the 4-link that has been installed in the XE is a fully adjustable parallel arrangement with rose joints, and there is a 5th link for lateral control mounted at about 45deg that connects the left lower arm’s front to the right lower arms rear. The $\frac{3}{4}$ chassis also includes a heavy-duty RHS brace that incorporates a tailshaft loop and the safety cage is a comprehensive design that also helps increase the overall structural integrity.

IRON EAGLE

“The motor was originally built for my ’68 Fairmont for the street and a bit of strip duty. It was able to do consistent 6.8s on the eighth mile but I didn’t want to put a roll cage in it so the motor is in the XE to find out her limits without being held back.”

The engine in question is a 411ci Windsor-style V8 built by Marcus at Bullet Heads and on the engine dyno, with premium unleaded fuel, it produced 610hp and 540lb.ft. The combination has a Dart Iron Eagle block with a 9.5in deck height and 4.125in bores, a Scat crank with a 3.85in stroke plus a set of their conrods, JE flat top pistons and a static compression ratio of 10.8:1.

The engine also has a Crane solid roller cam and lifters, Yella Terra shaft-mount



rockers, Edelbrock Victor Junior alloy heads with 2.05in and 1.6in valves and a Super Victor manifold with a Wilson Manifolds tapered spacer and Pro Systems 1,000cfm carburetor on it. And the exhaust only makes it as far back as the rear of the transmission with ceramic-coated long-tube 4-into-1 headers and two 4in resonators.

That transmission is a Coan Racing Superglide 2-speed which, as the name suggests, is a design based on GM’s Powerglide. This one has a Reid SFI case,

“AFTER SEEING THE QUALITY OF FRANK’S WORK I COULD NOT HELP GET A WHOLE LIST OF THINGS”

411CI XE FALCON



bellhousing and tailhousing as well as very strong internals. Inside that bellhousing there is a Dominator 5,500rpm converter and in the cabin to select the speed (fast or faster) there is a B&M shifter.

TOGETHER AGAIN

"The XE was completed in early November, just in time to be displayed on the Zagari Engineering stand at the Extreme Auto Expo on the 28th and 29th. I got laid-off in mid-September

which worked out well with finishing in time while still getting paid my long service leave" Steven says.

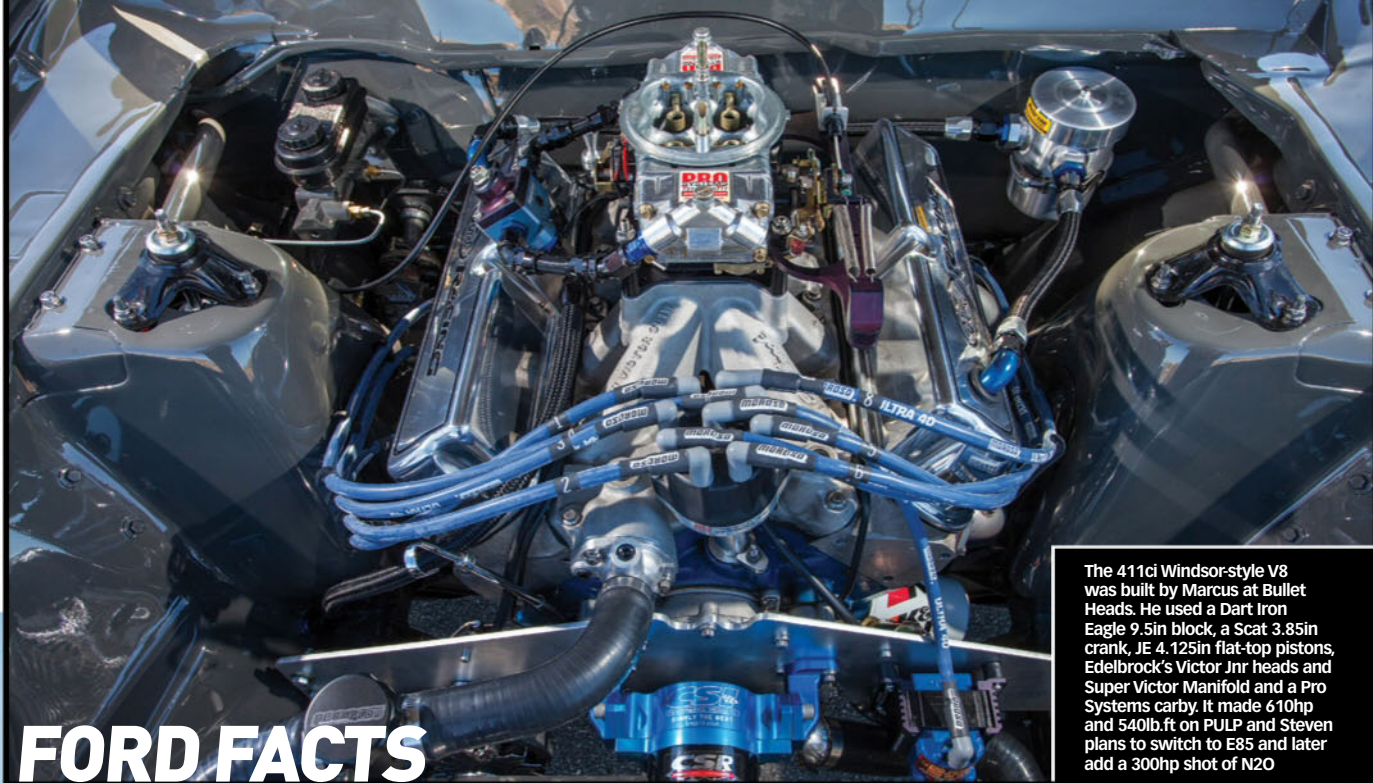
The car is also destined to hit the track soon (and should have by the time you read this). "I'm heading over to Mildura for her first outing. The plan is to run it on PULP until the suspension is sorted and to get the best out of it, then switch over to E85 which the fuel system is already set up for. I want to get the best out of that before using a 300hp nitrous setup which should get me into the mid-eighties (on the quarter mile)". ■

"THE MOTOR WAS ORIGINALLY BUILT FOR MY '68 FAIRMONT"



Along with the $\frac{3}{4}$ chassis the car also has big wheel tubs, sheet metal flooring and a comprehensive safety cage that extends into the boot area





The 411ci Windsor-style V8 was built by Marcus at Bullet Heads. He used a Dart Iron Eagle 9.5in block, a Scat 3.85in crank, JE 4.125in flat-top pistons, Edelbrock's Victor Jrn heads and a Super Victor Manifold and a Pro Systems carby. It made 610hp and 540lb.ft on PULP and Steven plans to switch to E85 and later add a 300hp shot of N2O

FORD FACTS

OWNER:

Steven Richardson

VEHICLE:

1984 Ford Falcon XE sedan

PAINT:

Grey (exterior is number 44 on Dulux colour chart, interior is number 41)

STYLING:

6in bonnet cowl

ENGINE:

Windsor-style V8, 411ci

ENGINE MODS:

Dart Iron Eagle block (9.5in deck), Scat crank (3.85in stroke) and rods, JE flat top pistons (4.125in bore), 10.8:1 static comp', Melling oil pump, High Energy sump, Crane solid roller cam (0.672in, 260deg @0.05in, 110deg lobe sep'), lifters and pushrods, Yella Terra shaft-mount rockers (1.6:1), Edelbrock Victor Junior alloy heads (2.05in and 1.6in valves) and Super Victor manifold, Wilson Manifolds tapered spacer (2in tall), Pro Systems 1,000cfm carby, Magnafuel adjustable regulator, NOS ignition controller, MSD Pro Billet distributor, Digital 7 ignition box and Pro Power coil, Moroso Ultra 40 leads, CSR electric water pump, aluminium radiator, Peterson oil catch tank

POWER:

610hp, 540lb.ft (PULP and aspirated)

EXHAUST:

4-into-1 long-tube headers (1 7/8in primaries, HPC coated), twin 4in resonators (terminates near back of transmission)

TRANSMISSION:

Coan Super Glide 2-speed, Dominator 5,500rpm converter, B&M shifter

DIFF:

9in, braced housing, Strange carrier and axles, 4.29:1

SUSPENSION:

6-cyl front springs, Calvert front shocks, Zagari Engineering 3/4 chassis and parallel adjustable 4-link with 45deg horizontal 5th link and rose joints, AVO adjustable rear coilovers

BRAKES:

Strange Pro Race disc and caliper kits front and rear, mounting bracket for parachute

WHEELS/TYRES:

Weld Alumastar 2 15x3.5in and 15x12in, M/T ET Front 26x4.5in and M/T ET Drag 30x10.5in

INTERIOR:

Comprehensive safety cage, RCI front seats, Grant wheel on aftermarket steering column, custom aluminium dash (carbon fibre pattern wrap), Auto Meter gauges (one external) and tach, Painless Performance Products switch box below dash, custom aluminium switch box behind shifter

ANYTHING ELSE:

Custom radiator support and various mounts (including engine), large wheel tubs and sheet-metal floor (aluminium in boot), small aluminium fuel cell Magnafuel Quick Star 300 pump and battery in boot

COST:

Over \$50,000 (\$4,200 purchase in 1998)

WHO'S RESPONSIBLE:

"Grant at Dynotronics (0422 399 050), I have known Grant since infant school, Marcus at Bullet Heads (08 8261 8813), Graham at Boss Diffs (08 8387 0178), Michael at MV Automatics (08 8370 0430), Frank at Zagari Engineering, and Andrew the painter (text 0430 927 443) who is deaf and has a spray booth in his backyard out at Roseworthy, SA; killer work"

Zagari Engineering fabricated a 3/4 chassis and adjustable parallel 4-link (with 45deg 5th link for lateral control, whilst Graham at Boss Diffs assembled the 9in



It's bright to upgrade



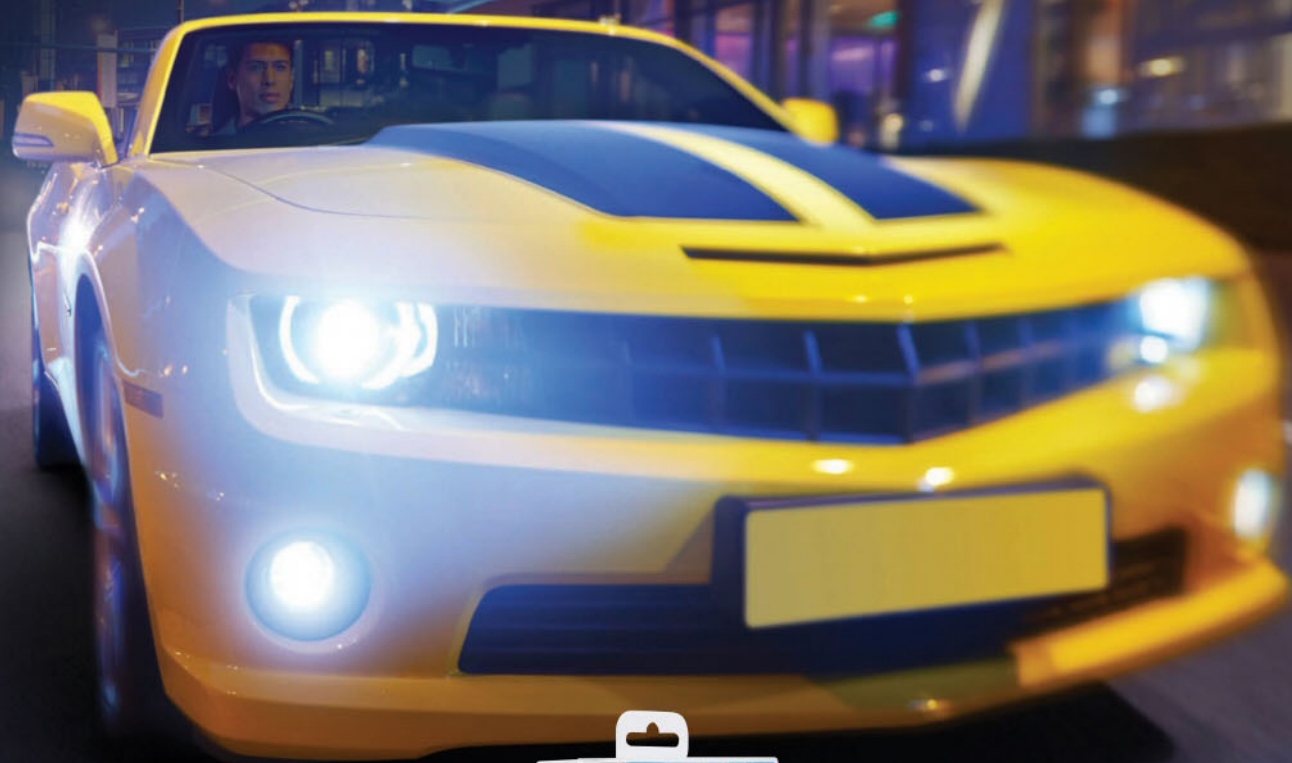
Whatever you drive, cool white lights are the new direction in automotive design. It's the Philips upgrade that brings all cars into the modern era – and with lighting colour performance of between 4,100K to 5,000K, it vastly exceeds factory fitment.

Studies show 98% of driving is done on low beam – and you can't avoid what you can't see. Now you can have an ultra-modern look with totally cool white light, while increasing your low beam vision by as much as 100%.

Philips upgrade globes are ideal for city or rural driving. With easy installation to fit almost every make and model, you're bright to upgrade now.

Remember, you can't avoid what you can't see.

innovation ✨ you



Globe fitment guide
www.invisionsales.com/lighting/application

Available with expert fitting and advice from



PHILIPS

LATEST PRODUCTS

STEERING WHEEL

WHAT: Falcon GT Rim Blow wheel

WHO: Bullitt Performance Parts

WHERE: 02 4657 1830

HOW MUCH: \$POA



CALIFORNIA GOLD

WHAT: MOTHERS SYNTHETIC WAX

WHO: MOTHERS

WHERE: www.mothers.com

HOW MUCH: *Price varies



BIG STOPPERS

WHAT: BREMBO BRAKE PACKAGES

WHO: RACE BRAKES SYDNEY

WHERE: www.racebrakesydney.com.au

HOW MUCH: *POA



FORD POWER

BA, BF, FG XR6 & XR6 Turbo



G-TECH XR6 Turbo 8.7 sec 164 mph

- NEXT GEN Cam profiles suitable for normally aspirated and turbo engines
- Torque and economy cams suitable for dedicated LP gas engines
- Conical valve spring kits for street and race applications



BA, BF, FG XR8 & GT V8

- OEM quality performance quad cam kits
- NEXT GEN Cam profiles designed specifically for XR8 and GT engines
- Special cam packages for supercharger conversions
- Severe duty valve spring and retainer packages

EA to AU SOHC 6 Cylinder

- New billet camshafts for mild street to speedway and circuit racing
- Special street profiles that do not require computer tuning
- Performance matched valve springs
- Vernier adjustable billet timing gears



CROW CAMS
NEXT GEN

03 9357 0469
www.crowcams.com.au

CASTLEHILL

EXHAUST & PERFORMANCE CENTRE



Unit 68/4 Hoyle Ave.
Castle Hill NSW 2154

(02) 9680 2777

- ▶ In-house dyno tuning
- ▶ Complete exhaust packages to suit all models
- ▶ Custom systems
- ▶ 100cpi stainless cats, 4" & 5" bodys.
- ▶ Complete performance packages to suit ba-fg
- ▶ Upgrade fuel systems, pumps and injectors
- ▶ Supercharger kits
- ▶ Intake manifolds
- ▶ Intercooler kits
- ▶ Turbocharger upgrades
- ▶ Induction systems
- ▶ Valve springs



STFC120.04



NOW
EQUIPPED WITH
4WD DYNO

www.castlehillperformance.com.au
www.castlehillperformance.com.au

CAR~BRA

AUSTRALIA EST. 1976

REGISTERED TRADEMARK

YES... WE ARE THE ORIGINAL

WE ARE THE PIONEERS OF THE BEST CAR-BRAS PRODUCED IN TODAYS WORLD MARKET

- CAR-BRAS ARE MANUFACTURED IN AUSTRALIA TO PROTECT YOUR CAR FROM HARSH AUSSIE CONDITIONS.
- MADE OF A SPECIAL WATER-RESISTANT DURABLE BLACK VINYL WITH SOFT BACKED FELT PROVIDING A PERFECT FIT FOR YOUR CAR.
- HEADLIGHTS AND DRIVING LIGHTS ARE PROTECTED BY ULTRA-VIOLET RESISTANT CLEAR PVC.
- FITTING IS SIMPLE AND ONLY TAKES A FEW MINUTES.
- CAR-BRAS AVAILABLE FOR MOST POPULAR MODELS OR CAN BE CUSTOM MADE TO ORDER.



**"THE REAL
McCOY"**



WARNING !
BEWARE OF POOR IMITATIONS



PHONE, E-MAIL & FAX ORDERS WELCOME
OVERNIGHT DELIVERY ANYWHERE IN AUSTRALIA



www.carbra.com.au

TEL (03) 9357 2300 FAX (03) 9357 2600 MOBILE 0409 312 864 EMAIL SALES@CARBRA.COM.AU
9 FABIO COURT, CAMPBELLFIELD VIC 3061

FREECALL 1800 CAR BRA (1800 422 727)

STF0116.07

Rimblow Restorations

**HAVE YOUR
GT RIMBLOW
WHEEL RESTORED
FROM \$395**

(includes new horn switch
& FREE return postage,
Pad restoration
not included)

GT Falcon
and Mustang
rimblow steering
wheel restoration
specialists

We have now restored over
2500 GT Falcon & Mustang wheels

00 64 212 278 906

E: rimblowrestorations@xtra.co.nz
www.rimblowrestorations.co.nz



PERFORMANCE SHAKERS



• V8 STYLE FRONT BARS
\$1200

• BA BONNET LOCKS
\$340

**SHAKER KITS
TO SUIT:**

AU XR8 **\$900**

BA-FG XR8, GT **\$900**

BA-FG XR6 Non Turbo
\$900

FG XR6 Turbo **\$1030**

FG 5.0lt Super Charged
\$1170

BMC Filters Available



Australia-wide delivery • Installation available • Orders online

www.shaker.com.au

Sales enquiries: Donna **0418 344 642**

Technical Info: Paul **0438 722 672**



Like us on
Facebook

Performance
Shakers

AUSTRALIAN GT

REPRODUCTION PARTS

**SPECIALISING IN
FALCON GT PARTS
& ACCESSORIES**



19 Bugatti Way, Balcatta Western Australia 6021

p. **08 9446 9375** f. **08 9244 2384**

e. austgt@bigpond.com

Denis Zupanov **0411 646 616**

Marlene Zupanov **0413 830 388**

DON'T MISS THE NEXT ACTION-PACKED ISSUE OF

**STREET
FORDS**

THERE WILL BE MORE OF WHAT YOU WANT!

100% NEW CONTENT & MORE PAGES!

TUBBED AND TOUGH '66 MUSTANG!

MODIFIED
CONCOURS
RESTORATIONS
BARN FINDS
TECH ARTICLES
PLUS MORE!



ISSUE #140 ON SALE DATE: 27/8/2015

VISIT US ON



REALDYNO

PERFORMANCE

(07) 3284-1925



10.96 @ 127MPH
First in Australia to run a
10 Second Pass in a Coyote



UPGRADE SPECIALISTS

- **Vehicle Servicing**
- **Ford Flash Tuning**
- **Dyno Tuning**
- **Intercooler Upgrades**
- **Exhaust Systems**
- **Brake Upgrades**
- **Supercharging**
- **Turbocharging**



RealDyno's Ford FPV GS Coyote

Custom 3" Exhaust
100lb Injectors
Custom RealDyno Intercooler Kit
Supercharger Pulley Upgrade
611 RWHP 10.96 @ 127MPH



Paolo's Ford FG XR6 Turbo

Custom 3 1/2" Exhaust
1000 hp Intercooler
GTx35 Turbo
4" Air Intake
Custom Fuel System
696 RWHP on E85



Versus' Ford FPV GTP Coyote

Custom Twin 3" Exhaust
Herrod Intercooler Kit
YT Supercharger Pulley Upgrade
100lb Injectors
450 RWKW 11.10 1/4 Mile

Ph: 07 3284 1925 Fax: 07 3883 4457 Email: info@realdyno.com.au

Address: 25 Beach Street, Kippa-Ring, QLD 4021

WWW.REALDYNO.COM.AU



Quality Parts
Prompt Service
Expert Advice



The Greatest Shop for Falcon
and Fairlane Parts in Australia

**With the Largest Range of High
Quality Items for Your Car**

We will not be beaten on price or
quality – so why shop anywhere else?
Remember, if you see it advertised
cheaper elsewhere, it may not be the
same item or of the same quality. We
actually improve many products on
the market before sale.



Ph: 03 9351 0351

www.FalconGT.com.au

595 Keilor Road
Niddrie VIC 3042

0415101510